

Volume 131

Curley Calls on N. E. Congressmen For United Front on Huge Projects

WASHINGTON, Feb. 25—United action by the New England congressional delegation for a \$200,000,000 program of federal improvements was asked today by Gov. Curley of Massachusetts at a conference with north-eastern senators and representatives.

The program as outlined, called for:
1—Expenditure of \$100,000,000 of federal funds for Merrimack valley and Connecticut valley developments.

2—Expenditure of \$100,000,000 for he said would involve improvements covering sanitation, sewerage, water supply, reforestation, flood control and soil erosion.

GOVERNORS SEE ICKES

Prior to the conference, Governor Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Secretary Ickes, public works administrator, on the projects.

Secretary Ickes told them that PWA funds were exhausted and that no more allotments could be made unless Congress appropriated money.

"PWA cannot even accept applications until Congress appropriates a work relief fund," Mr. Ickes said.

Bridges said recommendations by Curley and himself, in connection with the Merrimack valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the Governors said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a

grade crossing elimination in the six New England states.

3—Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With virtually the entire New England congressional delegation present, Gov. Curley outlined the Connecticut and Merrimack valley projects, which

(Continued on Page Eight)



(Boston Herald-Associated Press Photo)

Left to right—Russell T. Fisher of Boston, secretary of the National Cotton Growers Association; Frank Nield, president of the Nield Manufacturing Company; Gov. James M. Curley of Massachusetts, Gov. Louis J. Brann of Maine, Gov. H. Styles Bridges of New Hampshire and Maj. A. E. Goyette, president of the New Hampshire Manufacturers Association.

proposal for consolidation of New England railroads with a view to consolidation with outside lines.

"The importance of this matter is

best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven

THE BOSTON HERALD, TUESDAY, FEBRUARY 26, 1935

ON NEW ENGLAND TEXTILE TROUBLES

TEXTILE CODE FACES ATTACK

NRA Starts Private Probe
Which May Appease Labor
And Manufacturers

SPECIAL BOARD TO STUDY REVISION

WASHINGTON, Feb. 25 (AP)—The NRA, facing a many sided attack on its cotton textile code, today initiated a private investigation which insiders believed would lead to code revision to appease labor and, if possible, management too.

As a result of increasing dissatisfaction on the part of both workers and employers, the NRA named a special committee, consisting of Sidney Hillman, Leon Henderson and A. D. Whiteside of the national recovery board, and Prentiss Cooley, division administrator, to go thoroughly, and swiftly, into the cotton, silk and wool situations.

The opinion in informed quarters was that the committee's study was ordered to forestall a possible general textile strike in the spring. Leaders of the United Textile Workers have threatened a walkout similar to that which tied up the industry last September.

While denying that the strike threat was the primary purpose of the committee's organization, NRA officials said the labor situation would be studied.

The possibility of controversy was accentuated meanwhile, as three New England Governors and a score of textile manufacturers, discussed the textile situation with the New England congressional delegation.

The conference agreed on a program calling for limitation of textile imports, amelioration of the cotton processing tax, prompt steps to curb overproduction, and standardization of wages in the North and South.

The question of the wage differentials provided the threat of sectional bitterness. Southern manufacturers were known to be ready to resist any attempt to deprive them of the wage advantages they now enjoy.

& Hartford Railroad that are selling in the open market for about one-third of their par value.

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

BREWSTER SEES THREAT

After the meeting today, Representative Brewster (Rep., Me.), said the problem at present "is to make the President New England conscious." He added:

As one of the New England Governors responsible for the creation of the New England council, it is a matter of gratification to see New England recognizing its community of interest.

New England surely shares the concern expressed by Gov. Curley at the sectional discrimination against New England in existing codes and all its delegation in Congress will join most earnestly in representations to the President to exercise his authority to end this discrimination. He alone has this power placed in him by Congress.

The Japanese threat to the textile industries must also be met now by executive action under the authority placed with the President to protect American industry against unfair competition from foreign countries operating outside the codes.

Curley Calls

UNITED FRONT

Calls on N. E. Congressmen
To Support Expenditure
Of \$230,000,000

(Continued from First Page)

he said would involve improvements covering sanitation, sewerage, water supply, reforestation, flood control and soil erosion.

GOVERNORS SEE ICKES

Prior to the conference, Governor Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Secretary Ickes, public works administrator, on the projects.

Secretary Ickes told them that PWA funds were exhausted and that no more allotments could be made unless Congress appropriated money.

"PWA cannot even accept applications until Congress appropriates a work relief fund," Mr. Ickes said.

Bridges said recommendations by Curley and himself, in connection with the Merrimack valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the Governors said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a

CONFER ON NEW ENGLAND TEXTILE TROUBLES



(Boston Herald-Associated Press Photo)

Left to right—Russell T. Fisher of Boston, secretary of the National Cotton Growers Association; Frank Nield, president of the Nield Manufacturing Company; Gov. James M. Curley of Massachusetts, Gov. Louis J. Brann of Maine, Gov. H. Styles Bridges of New Hampshire and Maj. A. E. Goyette, president of the New Hampshire Manufacturers Association.

proposal for consolidation of New England railroads with a view to consolidation with outside lines. "The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven

& Hartford Railroad that are selling in the open market for about one-third of their par value.

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

BREWSTER SEES THREAT

After the meeting today, Representative Brewster (Rep., Me.), said the problem at present "is to make the President New England conscious." He added:

As one of the New England Governors responsible for the creation of the New England council, it is a matter of gratification to see New England recognizing its community of interest.

New England surely shares the concern expressed by Gov. Curley at the sectional discrimination against New England in existing codes and all its delegation in Congress will join most earnestly in representations to the President to exercise his authority to end this discrimination. He alone has this power placed in him by Congress.

The Japanese threat to the textile industries must also be met now by executive action under the authority placed with the President to protect American industry against unfair competition from foreign countries operating outside the codes.

TEXTILE CODE FACES ATTACK

NRA Starts Private Probe
Which May Appease Labor
And Manufacturers

SPECIAL BOARD TO STUDY REVISION

WASHINGTON, Feb. 25 (AP)—The NRA, facing a many sided attack on its cotton textile code, today initiated a private investigation which insiders believed would lead to code revision to appease labor and, if possible, management too.

As a result of increasing dissatisfaction on the part of both workers and employers, the NRA named a special committee, consisting of Sidney Hillman, Leon Henderson and A. D. Whiteside of the national recovery board, and Frenss Coonley, division administrator, to go thoroughly, and swiftly, into the cotton, silk and wool situations.

The opinion in informed quarters was that the committee's study was ordered to forestall a possible general textile strike in the spring. Leaders of the United Textile Workers have threatened a walkout similar to that which tied up the industry last September.

While denying that the strike threat was the primary purpose of the committee's organization, NRA officials said the labor situation would be studied.

The possibility of controversy was accentuated meanwhile, as three New England Governors and a score of textile manufacturers, discussed the textile situation with the New England congressional delegation.

The conference agreed on a program calling for limitation of textile imports, amelioration of the cotton processing tax, prompt steps to curb overproduction, and standardization of wages in the North and South.

The question of the wage differentials provided the threat of sectional bitterness. Southern manufacturers were known to be ready to resist any attempt to deprive them of the wage advantages they now enjoy.

HERALD
Boston, Mass.

FEB 26 1935

ied off the honors.

El Guard Veto Story Wrong; No Bill Ready

Members of the Legislature, particularly members of the Senate and House committees having charge of the matter, were surprised yesterday to read that Gov. Curley's parting official action had been to veto the bill which would require the Boston Elevated to have a guard for each of every two cars making up a train, instead of one guard to every three cars as under the present system.

Inquiries by excited legislators brought about revelation that the bill has not been enacted by either branch, that it reposes in the Senate committee on bills in third reading and that it hasn't reached the Governor for him to either veto or approve.

HERALD
Boston, Mass.

FEB 26 1935

CURLEY'S GUARD IN FLORIDA TODAY

With Car and Chauffeur Will
Meet Governor and Party
In Palm Beach

Serpts. Charles E. Manion and Arthur T. O'Leary of the state police patrol, chauffeur and personal bodyguard to Gov. Curley respectively, are due to arrive at Palm Beach, Fla., today to meet the Governor on his arrival there from Washington.

Manion and O'Leary headed from Boston to Florida in "S1," the Governor's official automobile, while Mr. Curley made the long trip by train with a stopover at Washington to advance his public works construction program and to engage in conferences on the textile situation in New England.

The Governor was to have been accompanied from Washington to Palm Beach by Maj. Joseph F. Timilty, his personal aide, and Brig.-Gen. William I. Rose, adjutant general of the commonwealth. The Governor and his party planned to pass the remainder of the week resting in Palm Beach.

Mr. Curley is expected to meet Walter E. O'Hara, prominent horse race promoter, who has been at the neighboring city of Miami for the racing meet at Hialeah.

HERALD
Boston, Mass.

FEB 26 1935

GROUP TO PROBE MILK MARKET

Council Names Five to Investigate Control Board,
Conditions in Boston

The Boston city council yesterday appointed a five-man committee to investigate the state milk control board and requested Mayor Mansfield to protest to the Governor and to file a resolve for a legislative inquiry into conditions in the Boston milk market.

Meanwhile, after an increase of 1 cent a quart Sunday, the price of wagon-delivered milk broke sharply yesterday, and by nightfall most companies had again dropped to 12 cents or 11 cents.

A few companies continued to adhere to the milk board's "recognized" price of 13 cents a quart delivered, but even drivers of those companies, confused by the general uncertainty, were offering milk at several prices.

Meanwhile, the retail stores, some of which had raised the price to 12 cents

(Continued on Page Five)

Press Clipping
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 26 1935

GOV. CURLEY TO AID MEMORIAL PLANS

WASHINGTON, Feb. 25—Gov. Curley of Massachusetts and Gov. Cross of Connecticut have been selected to serve on the Grover Cleveland memorial committee which has been formed to plan for the erection of a monument to Cleveland in Washington.

The committee includes Newton D. Baker, John Bassett Moore, John W. Davis, Morgan J. O'Brien, Joseph P. Tumulty, James M. Cox, George Foster Peabody, Senators Wagner and Copeland of New York, Representative Celler of New York, George P. LeBrun is secretary of the committee.

Steals Locomotive

To 'Look for a Job'

LILLE, France, Feb. 25 (AP)—Armand Longle, 27, wanted a job so badly that he stole a locomotive today and started for Paris in it to find work.

Workmen at the Aulnoye station saw the locomotive moving along the track where it didn't belong. One succeeded in jumping aboard and stopped the engine just before a train from Valenciennes was due.

Asked where he was going, Longle replied, "I was going to Paris to look for work." He was held for mental examination.

conditions in this area," Cort said last night. "The board does not believe that it is possible for the overwhelming majority of the industry to pay the farmer his price and sell at a resale price less than that set up by the advisory committee of the industry and recognized by the board."

"ILLEGAL" ACT

Cort met with the advisory committee of the milk control board for a short time last night but said afterward no action had been taken.

"We just discussed conditions in general," he said.

Deploing what it described as the "illegal" act of the state milk board in "fixing prices without a public hearing, the city council named Clement A. Norton, Joseph McGrath, Robert G. Wilson, Jr., John E. Kerrigan and John J. Doherty to probe the state milk board's activities in increasing the Boston milk price.

Meanwhile, a group of legislators headed by Representative John F. Aspel asked Ralph W. Robart, director of the division of the necessities of life, to investigate the rapidly-mounting cost of living in Massachusetts, particularly in the field of food costs.

At Washington, it was learned that the New England Milk Producers Association and similar groups which have supported the demand of the International Milk Dealers Association for fixed retail prices have been sponsoring price-fixing legislation in Congress. Their bill, a proposed amendment to the agricultural adjustment act, has the endorsement of a group of congressmen and senators from Vermont and Maine, which would allow the signers of any marketing agreement, whether dealers in milk or other farm commodities, to fix local retail prices providing they represented at least 50 per cent. of the volume of business in the affected market.

ACTIVE OPPOSITION

The amendment has the active opposition of Secretary of Agriculture Wallace and consumer representatives. Producer groups and dealers in the secondary markets of Massachusetts met at the Hotel Bellevue yesterday in an effort to obtain some of the benefits which they believed they saw accruing to the Boston market from a price increase. While the producers clamored for a higher farmer price in the secondary markets, Harry L. Gustafson, of Worcester, executive secretary of the New England Milk Dealers Association, presented a schedule of increased minimum cream prices which his association wished to see established on a state-wide basis.

Wendell P. Davis, manager of the NEMPA, requested the milk control board to announce its decision on price increases in the secondary markets. Joseph C. Cort, state milk administrator, announced a decision on proposed increases in cream and milk prices in the markets outside Boston would be announced by Friday.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 26 1935

ied off the honors.

El Guard Veto Story

Wrong; No Bill Ready

Members of the Legislature, particularly members of the Senate and House committees having charge of the matter, were surprised yesterday to read that Gov. Curley's parting official action had been to veto the bill which would require the Boston Elevated to have a guard for each of every two cars making up a train, instead of one guard to every three cars as under the present system.

Inquiries by excited legislators brought about revelation that the bill has not been enacted by either branch, that it reposes in the Senate committee on bills in third reading and that it hasn't reached the Governor for him to either veto or approve.

HERALD
Boston, Mass.

FEB 26 1935

CURLEY'S GUARD IN FLORIDA TODAY

With Car and Chauffeur Will Meet Governor and Party In Palm Beach

Sergts. Charles E. Manion and Arthur T. O'Leary of the state police patrol, chauffeur and personal bodyguard to Gov. Curley respectively, are due to arrive at Palm Beach, Fla., today to meet the Governor on his arrival there from Washington.

Manion and O'Leary headed from Boston to Florida in "S1," the Governor's official automobile, while Mr. Curley made the long trip by train with a stopover at Washington to advance his public works construction program and to engage in conferences on the textile situation in New England.

The Governor was to have been accompanied from Washington to Palm Beach by Maj. Joseph F. Timilty, his personal aide, and Brig.-Gen. William I. Rose, adjutant general of the commonwealth. The Governor and his party planned to pass the remainder of the week resting in Palm Beach.

Mr. Curley is expected to meet Walter E. O'Hara, prominent horse race promoter, who has been at the neighboring city of Miami for the racing meet at Hialeah.

Pres
BO

FE

GROUP TO PROBE MILK MARKET

Council Names Five to Investigate Control Board, Conditions in Boston

(Continued from First Page)

Sunday, were uniformly on an 11-cent basis yesterday, following the announcement of C. F. Adams, of First National Stores, that he would not go up to 12 cents until definitely ordered to do so by the state board.

Joseph C. Cort, state milk administrator, last night maintained that the state milk control board was heartily in favor of the proposed increase. Last week it "recognized" a schedule of fair minimum prices and warned dealers that it would not permit selling below cost. So far, however, it has declined to forbid dealers to sell below the list minimums if they can prove they can sell at a lower price at a profit.

"The milk control board is still moving ahead to bring about stable

Press Clipping
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 26 1935

GOV. CURLEY TO AID MEMORIAL PLANS

WASHINGTON, Feb. 25—Gov. Curley of Massachusetts and Gov. Cross of Connecticut have been selected to serve on the Grover Cleveland memorial committee which has been formed to plan for the erection of a monument to Cleveland in Washington.

The committee includes Newton D. Baker, John Bassett Moore, John W. Davis, Morgan J. O'Brien, Joseph P. Tumulty, James M. Cox, George Foster Peabody, Senators Wagner and Copeland of New York, Representative Celler of New York, George P. LeBrun is secretary of the committee.

Steals Locomotive

To 'Look for a Job'

LILLE, France, Feb. 25 (AP)—Armand Longle, 27, wanted a job so badly that he stole a locomotive today and started for Paris in it to find work.

Workmen at the Aulnoye station saw the locomotive moving along the track where it didn't belong. One succeeded in jumping aboard and stopped the engine just before a train from Valenciennes was due.

Asked where he was going, Longle replied, "I was going to Paris to look for work." He was held for mental examination.

conditions in this area," Cort said last night. "The board does not believe that it is possible for the overwhelming majority of the industry to pay the farmer his price and sell at a resale price less than that set up by the advisory committee of the industry and recognized by the board."

"ILLEGAL" ACT

Cort met with the advisory committee of the milk control board for a short time last night but said afterward no action had been taken.

"We just discussed conditions in general," he said.

Deploing what it described as the "illegal" act of the state milk board in "fixing prices without a public hearing, the city council named Clement A. Norton, Joseph McGrath, Robert G. Wilson, Jr., John E. Kerrigan and John J. Doherty to probe the state milk board's activities in increasing the Boston milk price.

Meanwhile, a group of legislators headed by Representative John F. Aspel asked Ralph W. Robart, director of the division of the necessities of life, to investigate the rapidly-mounting cost of living in Massachusetts, particularly in the field of food costs.

At Washington, it was learned that the New England Milk Producers Association and similar groups which have supported the demand of the International Milk Dealers Association for fixed retail prices have been sponsoring price-fixing legislation in Congress. Their bill, a proposed amendment to the agricultural adjustment act, has the endorsement of a group of congressmen and senators from Vermont and Maine, which would allow the signers of any marketing agreement, whether dealers in milk or other farm commodities, to fix local retail prices providing they represented at least 50 per cent. of the volume of business in the affected market.

ACTIVE OPPOSITION

The amendment has the active opposition of Secretary of Agriculture Wallace and consumer representatives.

Producer groups and dealers in the secondary markets of Massachusetts met at the Hotel Bellevue yesterday in an effort to obtain some of the benefits which they believed they saw accruing to the Boston market from a price increase. While the producers clamored for a higher farmer price in the secondary markets, Harry L. Gustafson, of Worcester, executive secretary of the New England Milk Dealers Association, presented a schedule of increased minimum cream prices which his association wished to see established on a state-wide basis.

Wendell P. Davis, manager of the NEMPA, requested the milk control board to announce its decision on price increases in the secondary markets. Joseph C. Cort, state milk administrator, announced a decision on proposed increases in cream and milk prices in the markets outside Boston would be announced by Friday.

HERALD
Boston, Mass.

FEB 26 1935

DOG-RACING PROTESTS

Ignorance of evils which dog racing would inflict on a community explains in large part the unexpected indorsement which it received last November from every Massachusetts county except one. Many who voted for horse racing decided that they might just as well go the whole distance. Probably a number of the persons who now are protesting against the granting of licenses for South Boston and Cambridge were among the thoughtless thousands who marked an affirmative X.

The objections now raised by the clergy and the laity are local, but they are also typical. Similar arguments will come from other places where the commission allows the so-called sport. The evils which now loom for the first time on the visions of these aroused neighborhoods are inherent in the game. The racing will take place at night only. It will drain the resources of the people who can least afford to lose money. The atmosphere which surrounds the thing has never been wholesome, and the effects on youth, the character of the neighborhood and communities are only too well known.

The obvious remedy is to repeal the dog racing law. To be sure the people approved it on referendum, but they did not know what they were letting themselves in for. They failed to realize that they were voting to thrust insidious temptations under the very noses of the classes who should not be exposed to them.

HERALD
Boston, Mass.

FEB 26 1935

So far as could be learned, the student didn't complete work on the shipping message that he wished to transmit to Congress this week.

NATIONAL LANCERS TO BE DINNER HOSTS

The National Lancers, historic cavalry unit of Massachusetts and mounted military escort to every Governor of the Commonwealth since 1836, will be hosts at a dinner dance Thursday night in Curtis Guild Hall, Commonwealth armory.

Invited guests include Gov. Curley and his staff, headed by The Adjutant General, Brig.-Gen. William I. Rose; Major-Gen. Danzer Needham, commanding 26th Division, M. N. G.; Major-Gen. Walter E. Lombard, M. N. G. retired; Brig.-Gen. Roger W. Eckfeldt, commanding 51st Field Artillery Brigade M. N. G.; Lt.-Col. James Rivers, state quartermaster; Col. Philip L.

Brown, and Lt.-Col. Arthur W. Smith, 110th Cavalry, M. N. G.; Lt.-Col. Harry L. Spencer, commanding First Corps of Cadets; Major James W. H. Myrick, commanding Fusilier Veteran Association; Capt. Paul O. Curtis, commander Ancient and Honorable Artillery Company; Col. Howard A. Gilson, commander, Lancer Veteran Charitable Association. The 110th Cavalry band, Chester E. Whiting leader, will furnish music.

HERALD
Boston, Mass.

FEB 26 1935

Dog Tr

COLE PREPARES TO RESIGN AS HEAD OF BOARD

Protests Continue to Pour
In From Communities
Receiving Grants

BLUE LAW REVIVED BY COUNCIL HERE

Curley Admits He Knew
License Was to Be Granted
In Cambridge

Although Brig.-Gen. Charles H. Cole had not officially submitted to Gov. Curley's office his resignation as chairman of the state racing commission at the closing hour yesterday afternoon, it was significant that he had been busily engaged during the afternoon clearing his desk of all his personal affairs.

His definite separation from the commission as a protest against the interference of the Governor with its activities is anticipated within a few days. Asked to comment yesterday on the reports that he intends to quit, his only reply was: "You can draw your own conclusions. I have cleaned out my desk."

PROTESTS POUR IN

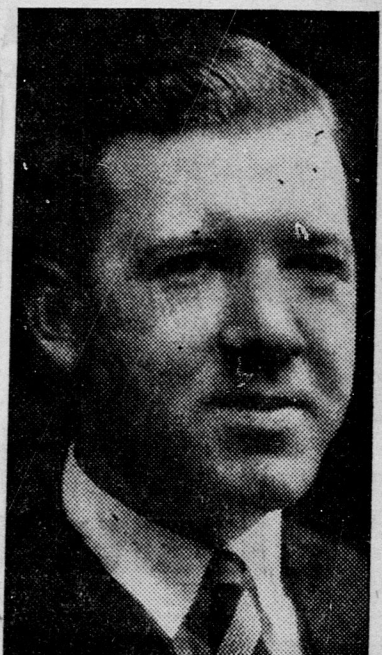
The Governor recently directed the commission to turn over to the executive department the filling of all jobs coming under its jurisdiction. The first move toward obeying this order was taken last week when Gen. Cole's associates on the commission, William H. Ensign of Westfield and Charles F. Connors of Boston, voted to oust Lawrence J. Bresnahan of Medway as assistant secretary of the commission.

During the day the commission continued to receive protests against its action in awarding permits for dog racing tracks at Cambridge, South Boston, Methuen and Dighton. The commission officially regards the issuance of the four permits as final action and unless directed by the Governor and executive council to reopen the issue no action will be taken.

In an endeavor to force a cancellation of the four permits, William H.

(Continued on Page Six)

Named U. S. Marshal



JOHN H. BURKE

JOHN H. BURKE NAMED DEPUTY U. S. MARSHAL

John H. Burke, former mayor of Medford, last night was named chief deputy U. S. marshal to succeed Michael J. Ward of Roxbury by U. S. Marshal John J. Murphy. Burke has been a deputy U. S. marshal for the past 14 months. Mr. Burke is regarded as one of the outstanding Democrats in Medford.

He is a World War veteran and was the first Democrat to be elected mayor of Medford. He was one of the first Roosevelt for President men in this state and ran as a Roosevelt delegate on the state election of delegates to the Chicago convention.

The vacancy on the marshal's staff resulted because of a federal ruling preventing and elected official from being a deputy marshal. Ward is state representative from Roxbury.

the permit had been issued with the Governor's approval.

SAYS CURLEY APPROVED

Dr. Murphy had charged Gen. Cole with issuing the Cambridge permit as revenge against the voters of the city for showing a preference for Gov. Curley in last year's Democratic primary election. Gen. Cole's only reply was:

In view of the character of the charges made against me yesterday by Fr. Murphy, I am obliged to make use of the one answer which will entirely refute this personal attack.

I am only one of the three racing commissioners. As such I have only one vote. The license for dog racing in Cambridge was granted unanimously by the commission. Attention was called to the overwhelming vote by which Cambridge approved the dog racing referendum at the state election.

Furthermore, this license was granted with the full knowledge and approval of Gov. Curley.

An admission that he knew the racing commission had intended to grant a license for five dog race courses, including one in Cambridge, was made in Washington by Gov. Curley. This confirmed Gen. Cole's statement. Gov. Curley, according to dispatches from Washington, said the five locations were submitted to him "as a matter of routine."

When asked last night if his criticism of Gen. Cole should apply to Gov. Curley in view of the chairman's disclosure, Dr. Murphy said "that's between Cole and Curley. I have nothing to say about it at all. I'm through commenting."

Records at the racing commission office disclosed that Representative Martin Hays of Brighton, Republican floor leader in the House, appeared before the commission as counsel for the petitioners for the Cambridge dog race permit.

Gen. Cole was not disposed to discuss his anticipated resignation. He said that the idea of taking the civil service examination for appointment as postmaster of Boston had not occurred to him until he read it in the newspapers.

BOARD CALLS CRONIN

The commission yesterday notified Cornelius F. "Tubber" Cronin of Cambridge to appear today before its members to be interviewed. The commission has been directed by Gov. Curley to engage Cronin as successor to the ousted Bresnahan. Ensign and Connors will vote to engage Cronin as assistant secretary.

With four dog track licenses already granted, only one additional permit remains for distribution as only five are permitted to operate under the statute. This probably means that the remaining one will be sent to the western section of the commonwealth although there is strong pressure being brought on the commission to award it to the Boston Garden.

The commissioners yesterday visited the horse track sites at Norwood and Sharon but were unable to reach any conclusion on the pending petitions for licenses. "It's hard to say anything about these sites," Gen. Cole said, "because, like East Boston, they are virgin ground now covered with snow."

Although Gov. Curley recently said that Bresnahan was the only race commission employee he wanted to have ousted, the commission has prepared a list of all the jobs at its disposal for the consideration of the executive department.

Representative G. W. Everberg of Woburn last night predicted speedy action from the rules committee on his bill seeking to repeal all provisions in the new state racing statute applying to dog racing. Such action would automatically eliminate the dog tracks.

BEVERLY MAN GIVEN

HERALD
Boston, Mass.

FEB 26 1935

West Newton, Feb. 24

Pro-Leonard

To the Editor of The Herald:

I heartily agree with the statements expressed by Robert T. Phillips in his letter to your paper about the recent tragic-fiasco of the police commissioner-ship.

I sincerely doubt if any chapter in the history of Beacon Hill is so replete with absolute baseness and despicable intrigue as that which closed with the resignation of Mr. Leonard.

The inside story may never be written, but there are many who know of the deliberate plot to wreck the name and health of an absolutely honest man and public-spirited citizen. Aside from The Herald, only one other paper in Boston, dared to give him a medium of support, fearing the inevitable revenge of a vindictive Governor.

Low-browed politicians, untrustworthy police officials, paid spies, paid criminal lawyers, and a host of others, coupled with an inflammatory press and abusive radio-broadcasts, all worked together to break down the morale of the entire force and the health of the commissioner and his immediate family.

I believe that Mr. Leonard's final

Latin for "other where."

ALIAS is, through its Latin origin, related to alibi. Alias means "otherwise," coming from the Latin "alius" (other). We read in the news about George Bayle, alias Herman Pierre, as Stop-light Parker. This signified at George Bayle is known in other communities by two other names.

KIDNAPED. We may as well become reconciled to the spelling "kidnaped" with one p, although the rule says "kidnap, having a secondary accent on the last syllable, commonly has kidnapped in the past tense." Webster allows both spellings.

judgment was wise. This was not to be a trial. It was to be an inquisition, broadcast for the benefit of sensation-seekers. And if he had survived the ordeal he was only to be subjected to a continuation of the same barbaric treatment, with state police rushing in to mess up local affairs and the paid criminal lawyers daily searching police headquarters for evidence to create suspicion—all for the purpose of demoralizing the police force and securing an office for the Governor's favorite man.

JOHN T. MCCARTHY.

West Roxbury, Feb. 22.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT

Boston, Mass.

FEB 26 1935

The choir sang several selections for Treasurer Hurley.

Margaret McLean to Read at College Club Saturday

Margaret Prendergast McLean, director of the public speaking department of New York University, will give a reading at the College Club in Boston Saturday evening for the Bishop-Lee School for Dramatic Art. She will include on her program selections from Milton's "Paradise Lost" and "Paradise Regained."

Among the members of the advisory committee of the school who are being invited are: Governor James M. Curley, Mary Curley, Judge Emma Fall Schofield, Commissioner Payson Smith, Mrs. John A. Cousins, Mrs. Wilford D. Gray, Mrs. Leo Rich Lewis, Mrs. George S. Miller, Mrs. W. Leonard Shearer, Jr., Mrs. Larz Anderson, Mrs. Francis J. Flagg, Mrs. Moses H. Gulesian, Mrs. Frank P. Speare, Mrs. Francis H. Boyle, Mrs. Edith Washburn Clarke, Mrs. Fred-

eric E. Snow, Dr. Frank H. Damon, A. H. Handley, Theodore Johnson, Ralph B. Wilson and Alfred R. Shrigley.

DR. HAWES HEADS TUBERCULOSIS ASSN.

Assails City for Not Aiding Prendergast Preventorium

Dr. John B. Hawes, 2d, was re-elected president of the Boston Tuberculosis Association yesterday at the annual meeting in the Sheltered Shop, 126 Newbury street. Mayor Mansfield was a speaker.

Dr. Hawes, in his report, took the city to task for failing to contribute to the support of the Prendergast Preventorium, operated by the association. "It is cruel of the city of Boston," he said, "to say to these little children, 'No, my friends, you have only a tuberculin infection. Wait until you have developed consumption, and then we will take care of you.'"

A few minutes later Mayor Mansfield replied, "I want to help and I have taken note of what has been said on the city of Boston not helping. I believe, however, without investigating, that Boston cannot give the taxpayers' money outright to a private institution."

Other officers elected are:

Dr. James J. Minot, vice-president; George S. Mumford, treasurer; Mrs. Reginald Heber White, clerk. Members of the executive committee elected are Dr. Hawes, chairman; Dr. Lincoln Davis, Richard Ehrlich, Dr. Cleaveland Floyd, Miss Sarah A. Hyams, Mrs. Elliott P. Joslin, John V. Mahoney, Henry C. McKenna, Dr. James J. Minot, Everett Morse, Jr., George S. Mumford, Miss Julia C. Prendergast, Alexander Wheeler, Mrs. Reginald Heber White, Dr. Nathaniel K. Woods. Members of council: Mrs. William H. Ames, the Rev. Robert Barry, Dr. George H. Bigelow, Dr. Lloyd T. Brown, Dr. Henry D. Chadwick, Dr. Edward D. Churchill, Dr. Randall Clifton, Gov. James M. Curley, Adolph Ehrlich, Richard Ehrlich, Mrs. Gardner H. Fiske, Dr. Justin F. Grant, Dr. John B. Hall, Mrs. John D. Henry, Dr. James A. Keenan, Dr. Fred M. Kennison, Dr. Donald S. King, the Rev. Arthur L. Kinsolving, Miss Elizabeth Carter Leland, Rabbi Harry Levi, Dr. Harry Linenthal, Dr. Frederick T. Lord, Dr. Francis X. Mahoney, Mayor Mansfield, Dr. Theodore E. A. McCurdy, Mrs. Thomas F. McMahon, Dr. LeRoy M. S. Miner, Dr. George R. Nash, Dr. Horace Morison, Mrs. Luther R. Minot, Harlan F. Newton, William Cardinal O'Connell, Dr. George T. O'Donnell, Dr. Richard Overholt, Mrs. George W. Perkins, Dr. Alton S. Pope, the Rev. Richard Quinn, Abraham C. Ratschky, Dr. William H. Robey, Miss Lillian V. Robinson, Samuel R. Ruggles, Henry L. Shattuck, Mrs. Channing C. Simmons, Mrs. Myles Standish, John P. Sullivan, Edmund H. Talbot, Mrs. Thomas F. Tully, Prof. Clair E. Turner and Raymond S. Wilkins.

TRANSCRIPT

Boston, Mass.

FEB 26 1935

Racing Solons and Hub Garden Officials Meet

Fierce Blast of Criticism Fails to Jar Embattled Commissioners

One More Dog License Looms

Possibility Looms of Cambridge or Southwick Sites Going to Garden

By LeRoy Atkinson

Apparently undisturbed by one of the most savage blasts of criticism ever levelled upon a political body, Messrs. Charles H. Cole of Boston, William Ensign of Westfield and Charles Connors of Boston (by the way of Marlboro), chairman and members, respectively, of the embattled Massachusetts Racing Commission, continued with the routine business of their office today. The morning was spent in conference with officials of the Boston Garden, sport magnates who would fain build, at the cost of \$40,000, an indoor ten-lap dog racing track at the North Station, provided a license is forthcoming.

Because there is now room left for only one more dog track in Massachusetts and that the forthcoming license is almost certain to go to western Massachusetts, it is revealing that a morning at the Ford Building offices of the commission should be spent in conference with Garden magnates.

In this respect, then, it would seem only natural to assume that there is a possibility the application for a permit to operate dog races at Southwick, a remote and lonely summer resort in southwestern Massachusetts, may be vacated by the Boston Kennel Club, headed by Sheldon Fairbanks, a director of the Boston Garden. There is also a possibility that the Bay State Kennel Club, planning a track in Cambridge, may seek to shift its license to the Garden. The opposition to the Cambridge track has been terrific—simply terrific—and George Funk, head of the Bay State Club is also a director of the North Station sports plant.

More Bills Filed

Meanwhile the fight, bombardment, thunder and lightning and various other storm warnings that have accompanied the crusade to exclude dog racing from Cambridge, South Boston, Taunton and Methuen, where licenses have been granted, rage on and spread throughout the land. State legislators are rushing to file bills limiting and barring dog tracks throughout the quivering Commonwealth. Governor James M. Curley is out of the State but when he returns something may pop—is almost certain to pop, in fact—in connection with the entire rumpus.

Despite reports that General Cole was reported last night to have changed his mind about resigning from the chairmanship of the commission, at 12.29 o'clock this afternoon, the general reported "nothing new" in connection with his personal relationship to the situation. And yesterday the general spent time clearing out his commission desk preparatory to a departure and a campaign, according to well-founded reports, to secure a fruity job with the U. S. Mail service. The general has declared his resignation is caused by Governor Curley's tampering with the commission personnel rather than from pressure brought to bear from citizens protesting the dog racing situation.

Outside the commission offices and in the halls of the State House the legislators are busy. In addition to the petition filed by Representative Eugene W. Everberg of Woburn to abolish the law permitting dog racing, Representative Eugene Giroux of Somerville has filed a bill with four points, amending the present law controlling dog racing. Giroux's bill is filed on behalf of William H. Gardner of Medford, the man who opposed the appointment of the present racing commission so strenuously that a hearing of rather violent nature was held at the State House, an occasion that saw dignified and pompous officials melt in the heat of their various rages and swap names that were of a distinctly non-fraternal nature.

Giroux's Petition an Emergency

The four points outlined, as briefly as possible, in the Giroux bill are:

1.—To compel public hearings before licenses for dog tracks can be granted.

2.—To give all holders of licenses for dog tracks and applicants for these licenses the right to appeal from racing commission rulings to the governor and Governor's Council.

3.—To give local authorities the right to bar dog tracks in their communities, the right to come from sections 33 and 34, Chapter 271, of the State laws, passed in 1856, wherein local authorities are given the final word on proposed race tracks in their communities.

4.—To compel the commission to hold public hearings on licenses already granted, providing these hearings are requested by the mayor, or selectmen or twenty-five citizens of the community.

An emergency preamble which would make it law upon passage by the Legislature and the signature of the governor is contained in the Giroux bill. Before these bills can be presented it will be necessary for the Legislature to suspend its rules as the time for filing bills expired some time ago. A public hearing is scheduled before the Joint Committee on Legal Affairs at the State House next Tuesday on the appointment of a special commission to investigate the passage of the horse and dog acts and appointment of the racing commission. It is possible the Everberg and Giroux petitions will be heard at the same time. The public hearing was scheduled upon the petition filed early in January by Gardner.

The date upon which work must be started upon the dog tracks in order to escape forfeitures of the licenses already granted draws near but the Boston City Council has instructed Corporation Counsel Henry E. Foley to take legal action to prevent use of land in South Bos-

ton for a dog track. This action was first instituted by Mayor Frederick W. Mansfield.

And still the storm rages on—a mass meeting is planned at the South Boston Municipal Building Thursday night to give the citizenry a chance to speak in protest of the South Boston project. Mayor James Russell, Superintendent of Buildings John J. Terry and City Solicitor Edmund L. Twomey of Cambridge have banded together to bar building permits for the Cambridge track, despite that surveying operations have started on the Alewife Brook Parkway land. Outside the metropolitan area, in Taunton and Methuen, the feeling of resentment against the action of the racing commission is unabated. The Dighton town officials hope to force a public hearing on the proposed track in their neighborhood. But, oddly enough, at a meeting of the Methuen selectmen last night the good officials spent two long hours to hear from citizens—no one appeared although Methuen voted against the racing bill.

HERALD
Boston, Mass.

FEB 26 1935

DOG-RACING PROTESTS

Ignorance of evils which dog racing would inflict on a community explains in large part the unexpected indorsement which it received last November from every Massachusetts county except one. Many who voted for horse racing decided that they might just as well go the whole distance. Probably a number of the persons who now are protesting against the granting of licenses for South Boston and Cambridge were among the thoughtless thousands who marked an affirmative X.

The objections now raised by the clergy and the laity are local, but they are also typical. Similar arguments will come from other places, where the commission allows the so-called sport. The evils which now loom for the first time on the visions of these aroused neighborhoods are inherent in the game. The racing will take place at night only. It will drain the resources of the people who can least afford to lose money. The atmosphere which surrounds the thing has never been wholesome, and the effects on youth, the character of the neighborhood and communities are only too well known.

The obvious remedy is to repeal the dog-racing law. To be sure the people approved it on referendum, but they did not know what they were letting themselves in for. They failed to realize that they were voting to thrust insidious temptations under the very noses of the classes who should not be exposed to them.

HERALD

Boston, Mass.

FEB 26 1935

So far as could be learned, the president didn't complete work on the shipping message that he wished to transmit to Congress this week.

NATIONAL LANCERS TO BE DINNER HOSTS

The National Lancers, historic cavalry unit of Massachusetts and mounted military escort to every Governor of the Commonwealth since 1836, will be hosts at a dinner dance Thursday night in Curtis Guild Hall, Commonwealth armory.

Invited guests include Gov. Curley and his staff, headed by The Adjutant General, Brig.-Gen. William I. Rose; Major-Gen. Daner Needham, commanding 26th Division, M. N. G.; Major-Gen. Walter E. Lombard, M. N. G. retired; Brig.-Gen. Roger W. Eckfeldt, commanding 51st Field Artillery Brigade M. N. G.; Lt.-Col. James Rivers, state quartermaster; Col. Philip L.

Brown, and Lt.-Col. Arthur W. Smith, 110th Cavalry, M. N. G.; Lt.-Col. Harry L. Spencer, commanding First Corps of Cadets; Major James W. H. Myrick, commanding Fusilier Veteran Association; Capt. Paul O. Curtis, commander Ancient and Honorable Artillery Company; Col. Howard A. Gilson, commander, Lancer Veteran Charitable Association. The 110th Cavalry band, Chester E. Whiting leader, will furnish music.

Democrats Opposing
President on Wage
The 21 Democrats who voted for the
bill and who today said they were still
in favor of it are:
Adams
Black
Bose
Bulkley
Crosby
Donahue
Foster
Gallagher
Hart
Hunt
Lone
McCarthy
McGill
Maloney
Murray
Neely
O'Mahoney
Schmid
Schmidbach
Truman
Wagner
Wash
Whelan

No Action Will Be Taken Unless Gov. Curley Orders Otherwise

(Continued from First Page)

Gardner of Medford, through Representative Eugene H. Giroux of Somerville, yesterday filed an emergency petition to amend the racing act with a provision that no license issued would be legal without having had a public hearing on it.

The commission would be permitted to retain its authority to issue and revoke permits but this authority would be tempered by providing for an appeal from the commission's decision to the Governor and executive council. In those instances in which permits already have been issued, provision would be made for the mayor of a city, the selectmen of a town or 25 registered voters to recall them pending a public hearing.

CITY COUNCIL ACTS

The city council of Boston, meanwhile, passed an order offered jointly by Councilman John E. Kerrigan and George P. Donovan of South Boston, which invoked an old statute prohibiting the establishment of a race track in a city without prior sanction of the mayor and city council.

The order directed the corporation counsel to move to enforce this statute, either by injunction or other legal procedure that might be effective. This was one means of blocking the dog race track planned for South Boston.

In Cambridge John J. Terry, superintendent of buildings, was instructed by Acting Mayor John W. Lyons to withhold action on any application for a building permit for the dog race track authorized by the racing commission for Cambridge. Lyons regards the withholding of this permit as the best weapon to use against the track.

In the face of the furious attack directed at him Sunday by the Rev. Dr. Francis V. Murphy, rector of St. Peter's church in Cambridge, Gen. Cole shifted responsibility to Gov. Curley for the issuance of the Cambridge permit. The commission chairman bluntly stated

Named U. S. Marshal



JOHN H. BURKE

JOHN H. BURKE NAMED DEPUTY U. S. MARSHAL

John H. Burke, former mayor of Medford, last night was named chief deputy U. S. marshal to succeed Michael J. Ward of Roxbury by U. S. Marshal John J. Murphy. Burke has been a deputy U. S. marshal for the past 14 months. Mr. Burke is regarded as one of the outstanding Democrats in Medford.

He is a World War veteran and was the first Democrat to be elected mayor of Medford. He was one of the first Roosevelt for President men in this state and ran as a Roosevelt delegate on the state election of delegates to the Chicago convention.

The vacancy on the marshal's staff resulted because of a federal ruling preventing and elected official from being a deputy marshal. Ward is state representative from Roxbury.

the permit had been issued with the Governor's approval.

SAYS CURLEY APPROVED

Dr. Murphy had charged Gen. Cole with issuing the Cambridge permit as revenge against the voters of the city for showing a preference for Gov. Curley in last year's Democratic primary election. Gen. Cole's only reply was:

In view of the character of the charges made against me yesterday by Fr. Murphy, I am obliged to make use of the one answer which will entirely refute this personal attack.

I am only one of the three racing commissioners. As such I have only one vote. The license for dog racing in Cambridge was granted unanimously by the commission. Attention was called to the overwhelming vote by which Cambridge approved the dog racing referendum at the state election.

Furthermore, this license was granted with the full knowledge and approval of Gov. Curley.

An admission that he knew the racing commission had intended to issue a license for five dog race courses, including one in Cambridge, was made in Washington by Gov. Curley. This confirmed Gen. Cole's statement. Gov. Curley, according to dispatches from Washington, said the five locations were submitted to him "as a matter of routine."

When asked last night if his criticism of Gen. Cole should apply to Gov. Curley in view of the chairman's disclosure, Dr. Murphy said "that's between Cole and Curley. I have nothing to say about it at all. I'm through commenting."

Records at the racing commission office disclosed that Representative Martin Hays of Brighton, Republican floor leader in the House, appeared before the commission as counsel for the petitioners for the Cambridge dog race permit.

Gen. Cole was not disposed to discuss his anticipated resignation. He said that the idea of taking the civil service examination for appointment as postmaster of Boston had not occurred to him until he read it in the newspapers.

BOARD CALLS CRONIN

The commission yesterday notified Cornelius F. "Tubber" Cronin of Cambridge to appear today before its members to be interviewed. The commission has been directed by Gov. Curley to engage Cronin as successor to the ousted Bresnahan. Ensign and Cronin will vote to engage Cronin as assistant secretary.

With four dog track licenses already granted, only one additional permit remains for distribution as only five are permitted to operate under the statute. This probably means that the remaining one will be sent to the western section of the commonwealth although there is strong pressure being brought on the commission to award it to the Boston Garden.

The commissioners yesterday visited the horse track sites at Norwood and Sharon but were unable to reach any conclusion on the pending petitions for licenses. "It's hard to say anything about these sites," Gen. Cole said, "because, like East Boston, they are virgin ground now covered with snow."

Although Gov. Curley recently said that Bresnahan was the only race commission employee he wanted to have ousted, the commission has prepared a list of all the jobs at its disposal for the consideration of the executive department.

Representative G. W. Everberg of Woburn last night predicted speedy action from the rules committee on his bill seeking to repeal all provisions in the new state racing statute applying to dog racing. Such action would automatically eliminate the dog tracks.

BEVERLY MAN GIVEN

HERALD
Boston, Mass.
FEB 26 1935

West Newton, Feb. 24.

Pro-Leonard

To the Editor of The Herald:

I heartily agree with the statements expressed by Robert T. Phillips in his letter to your paper about the recent tragic-fiasco of the police commissioner-ship.

I sincerely doubt if any chapter in the history of Beacon Hill is so replete with absolute baseness and despicable intrigue as that which closed with the resignation of Mr. Leonard.

The inside story may never be written, but there are many who know of the deliberate plot to wreck the name and health of an absolutely honest man and public-spirited citizen. Aside from The Herald, only one other paper in Boston, dared to give him a medium of support, fearing the inevitable revenge of a vindictive Governor.

Low-browed politicians, untrustworthy police officials, paid spies, paid criminal lawyers, and a host of others, coupled with an inflammatory press and abusive radio-broadcasts, all worked together to break down the morale of the entire force and the health of the commissioner and his immediate family.

I believe that Mr. Leonard's final

Latin for "other where."

ALIAS is, through its Latin origin, related to alibi. Alias means "otherwise," coming from the Latin "alius" (other). We read in the news about George Bayle, alias Herman Pierre, alias Stop-light Parker. This signifies that George Bayle is known in other communities by two other names.

KIDNAPED. We may as well become reconciled to the spelling "kidnaped" with one p, although the rule says "kidnap, having a secondary accent on the last syllable, commonly has kidnapped in the past tense." Webster allows both spellings.

judgment was wise. This was not to be a trial. It was to be an inquisition, broadcast for the benefit of sensation-seekers. And if he had survived the ordeal he was only to be subjected to a continuation of the same barbaric treatment, with state police rushing in to mess up local affairs and the paid criminal lawyers daily searching police headquarters for evidence to create suspicion—all for the purpose of demoralizing the police force and securing an office for the Governor's favorite man.

JOHN T. MCCARTHY.
West Roxbury, Feb. 22.

HERALD
Boston, Mass.
FEB 26 1935

DR. HAWES HEADS TUBERCULOSIS ASSN.

Assails City for Not Aiding Prendergast Preventorium

Dr. John B. Hawes, 2d, was re-elected president of the Boston Tuberculosis Association yesterday at the annual meeting in the Sheltered Shop, 126 Newbury street. Mayor Mansfield was a speaker. Dr. Hawes, in his report, took the city to task for failing to contribute to the support of the Prendergast Preventorium, operated by the association. "It is cruel of the city of Boston," he said, "to say to these little children, 'No, my friends, you have only a tuberculin infection. Wait until you have developed consumption, and then we will take care of you.'"

A few minutes later Mayor Mansfield replied, "I want to help and I have taken note of what has been said on the city of Boston not helping. I believe, however, without investigating, that Boston cannot give the taxpayers' money outright to a private institution."

Other officers elected are:

Dr. James J. Minot, vice-president; George S. Mumford, treasurer; Mrs. Reginald Heber White, clerk. Members of the executive committee elected are Dr. Hawes, chairman; Dr. Lincoln Davis, Richard Ehrlich, Dr. Cleaveland Floyd, Miss Sarah A. Hyams, Mrs. Elliott P. Joslin, John V. Mahoney, Henry C. McKenna, Dr. James J. Minot, Everett Morris, Jr., George S. Mumford, Miss Julia C. Prendergast, Alexander Wheeler, Mrs. Reginald Heber White, Dr. Nathaniel K. Woods. Members of council: Mrs. William H. Ames, the Rev. Robert Barry, Dr. George H. Bizelov, Dr. Lloyd T. Brown, Dr. Henry D. Chadwick, Dr. Edward D. Churchill, Dr. Randall Clifford, Gov. James M. Curley, Adolph Ehrlich, Richard Ehrlich, Dr. John B. Hall, Mrs. John D. Henry, Dr. James A. Keenan, Dr. Fred M. Kennison, Dr. Donald S. King, the Rev. Arthur L. Kinsolving, Miss Elizabeth Carter Leland, Rabbi Harry Levi, Dr. Harry Linenthal, Dr. Frederick T. Lord, Dr. Francis X. Mahoney, Mayor Mansfield, Dr. Theodore E. A. McCurdy, Mrs. Thomas F. McMahon, Dr. LeRoy M. S. Miner, Dr. George R. Minot, Horace Morison, Mrs. Luther R. Nash, Dr. Harlan F. Newton, William Cardinal O'Connell, Dr. George T. O'Donnell, Dr. Richard S. Pope, the Rev. Richard Quinnan, Abraham C. Ratschky, Dr. William H. Robey, Miss Lillian V. Robinson, Samuel E. Ruggles, Henry L. Shattuck, Mrs. Channing C. Simmons, Mrs. Myles Standish, John P. Sullivan, Edmund H. Tabot, Mrs. Thomas F. Tully, Prof. Clair E. Turner and Raymond S. Wilkins.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.
FEB 26 1935

The choir sang several selections for Treasurer Hurley.

Margaret McLean to Read at College Club Saturday

Margaret Prendergast McLean, director of the public speaking department of New York University, will give a reading at the College Club in Boston Saturday evening for the Bishop-Lee School for Dramatic Art. She will include on her program selections from Milton's "Paradise Lost" and "Paradise Regained."

Among the members of the advisory committee of the school who are being invited are: Governor James M. Curley, Mary Curley, Judge Emma Fall Schofield, Commissioner Payson Smith, Mrs. John A. Cousins, Mrs. Wilford D. Gray, Mrs. Leo Rich Lewis, Mrs. George S. Miller, Mrs. W. Leonard Shearer, Jr., Mrs. Larz Anderson, Mrs. Francis J. Flagg, Mrs. Moses H. Gulesian, Mrs. Frank P. Speare, Mrs. Francis H. Boyle, Mrs. Edith Washburn Clarke, Mrs. Fred-

eric E. Snow, Dr. Frank H. Damon, A. H. Handley, Theodore Johnson, Ralph B. Wilson and Alfred R. Shrigley.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.
FEB 26 1935

Racing Solons and Hub Garden Officials Meet

Fierce Blast of Criticism Fails to Jar Embattled Com- missioners

One More Dog License Looms

Possibility Looms of Cam- bridge or Southwick Sites Going to Garden

By LeRoy Atkinson

Apparently undisturbed by one of the most savage blasts of criticism ever levelled upon a political body, Messrs. Charles H. Cole of Boston, William Ensign of Westfield and Charles Connors of Boston (by the way of Marlboro), chairman and members, respectively, of the embattled Massachusetts Racing Commission, continued with the routine business of their office today. The morning was spent in conference with officials of the Boston Garden, sport magnates who would fain build, at the cost of \$40,000, an indoor ten-lap dog racing track at the North Station, provided a license is forthcoming.

Because there is now room left for only one more dog track in Massachusetts and that the forthcoming license is almost certain to go to western Massachusetts, it is revealing that a morning at the Ford Building offices of the commission should be spent in conference with Garden magnates.

In this respect, then, it would seem only natural to assume that there is a possibility the application for a permit to operate dog races at Southwick, a remote and lonely summer resort in southwestern Massachusetts, may be vacated by the Boston Kennel Club, headed by Sheldon Fairbanks, a director of the Boston Garden. There is also a possibility that the Bay State Kennel Club, planning a track in Cambridge, may seek to shift its license to the Garden. The opposition to the Cambridge track has been terrific—simply terrific—and George Funk, head of the Bay State Club is also a director of the North Station sports plant.

More Bills Filed

Meanwhile the fight, bombardment, thunder and lightning and various other storm warnings that have accompanied the crusade to exclude dog racing from Cambridge, South Boston, Taunton and Methuen, where licenses have been granted, rage on and spread throughout the land. State legislators are rushing to file bills limiting and barring dog tracks throughout the quivering Commonwealth. Governor James M. Curley is out of the State but when he returns something may pop—is almost certain to pop, in fact—in connection with the entire rumpus.

Despite reports that General Cole was reported last night to have changed his mind about resigning from the chairmanship of the commission, at 12.29 o'clock this afternoon, the general reported "nothing new" in connection with his personal relationship to the situation. And yesterday the general spent time clearing out his commission desk preparatory to a departure and a campaign, according to well-founded reports, to secure a fruity job with the U. S. Mail service. The general has declared his resignation is caused by Governor Curley's tampering with the commission personnel rather than from pressure brought to bear from citizens protesting the dog racing situation.

Outside the commission offices and in the halls of the State House the legislators are busy. In addition to the petition filed by Representative Eugene W. Everberg of Woburn to abolish the law permitting dog racing, Representative Eugene Giroux of Somerville has filed a bill with four points, amending the present law controlling dog racing. Giroux's bill is filed on behalf of William H. Gardner of Medford, the man who opposed the appointment of the present racing commission so strenuously that a hearing of rather violent nature was held at the State House, an occasion that saw dignified and pompous officials melt in the heat of their various rages and swap names that were of a distinctly non-fraternal nature.

Giroux's Petition an Emergency

The four points outlined, as briefly as possible, in the Giroux bill are:

- 1.—To compel public hearings before licenses for dog tracks can be granted.
- 2.—To give all holders of licenses for dog tracks and applicants for these licenses the right to appeal from racing commission rulings to the governor and Governor's Council.
- 3.—To give local authorities the right to bar dog tracks in their communities, the right to come from sections 33 and 34, Chapter 271, of the State laws, passed in 1856, wherein local authorities are given the final word on proposed race tracks in their communities.
- 4.—To compel the commission to hold public hearings on licenses already granted, providing these hearings are requested by the mayor, or selectmen or twenty-five citizens of the community.

An emergency preamble which would make it law upon passage by the Legislature and the signature of the governor is contained in the Giroux bill. Before these bills can be presented it will be necessary for the Legislature to suspend its rules as the time for filing bills expired some time ago. A public hearing is scheduled before the Joint Committee on Legal Affairs at the State House next Tuesday on the appointment of a special commission to investigate the passage of the horse and dog acts and appointment of the racing commission. It is possible the Everberg and Giroux petitions will be heard at the same time. The public hearing was scheduled upon the petition filed early in January of Gardner.

The date upon which work must be started upon the dog tracks in order to escape forfeitures of the licenses already granted draws near but the Boston City Council has instructed Corporation Counsel Henry E. Foley to take legal action to prevent use of land in South Bos-

ton for a dog track. This action was first instituted by Mayor Frederick W. Mansfield.

And still the storm rages on—a mass meeting is planned at the South Boston Municipal Building Thursday night to give the citizenry a chance to speak in protest of the South Boston project. Mayor James Russell, Superintendent of Buildings John J. Terry and City Solicitor Edmund L. Twomey of Cambridge have banded together to bar building permits for the Cambridge track, despite that surveying operations have started on the Alewife Brook Parkway land. Outside the metropolitan area, in Taunton and Methuen, the feeling of resentment against the action of the racing commission is unabated. The Dighton town officials hope to force a public hearing on the proposed track in their neighborhood. But, oddly enough, at a meeting of the Methuen selectmen last night the good officials, after two long hours to hear from citizens—no one appeared although Methuen voted against the racing bill.

HERALD
Boston, Mass.

FEB 26 1935

State House Briefs

By FRED M. KNIGHT

Legislative committees have already disposed of 17 per cent. of the record-breaking number of petitions on the current legislative docket books, it was disclosed yesterday when James G. Moran, president of the Senate, reported that 407 of the 2325 bills had been reported to date. Moran took the opportunity to congratulate the chairmen and committee members on the progress of their work.

More than half the bills before the Legislature have been given public hearings, for in addition to those reported, some 989 have been given consideration. Hearing dates have been assigned for 572 of the 929 other petitions, leaving only 357 without dates.

A check of former records shows that the Legislature, which has been in session seven and a half weeks, is far ahead of any of its recent predecessors in handling legislative measures.

The question of accepting the adverse report of the House on the resolution to ratify the child labor amendment will come up in the Senate tomorrow. The resolutions were defeated by a roll call vote of 218 to 5 in the House recently.

Through an error in the printing of the bulletin on legislative hearings, many were under the mistaken impression that the recommendation of the Governor to abolish the board of tax appeals was up for a hearing yesterday. As a matter of fact, the committee on state administration has postponed action on the matter and has not assigned a date for its hearing.

The department of labor and industries reported yesterday that manufacturing establishments in Massachusetts showed an increase of 1.4 per cent. in the number of wage-earners employed in January compared with the previous month.

Apparently there is some one in Boston who doesn't read the papers. At least that was the impression the person gave by calling the racing commission office yesterday and asking to talk with Larry Bresnahan, member of the secretarial staff who was removed by the Governor's order last week. "Just tell him 'Annie' doesn't live here any more," remarked another member of the staff.

The Senate yesterday engaged in one of its mildest sessions in recent weeks, handling mostly routine business without much discussion.

Adverse committee reports on 33 pe-

titions were accepted by the Senate without a word of debate.

The measure to make June 17 a legal holiday in Suffolk county was passed to be engrossed by the Senate.

The bill permitting dancing at weddings on Sundays almost was wiped off the books yesterday. The Senate, on a voice vote, killed the measure, which previously had been given two readings, but later in the session, Senator Charles A. P. McAree motioned for reconsideration, which will be given tomorrow.

A measure authorizing towns to pen members of their temporary police forces incapacitated through injuries received in the performance of police duty was ordered to a third reading by the Senate.

An attempt was made in the House to keep alive the petition that the Boston park department be authorized to permit the Boston school committee to use the Columbus Park stadium in South Boston, but the adverse report of the committee on cities was finally accepted.

The House recommitted eight bills to the committees which had given them adverse reports. Among them were proposals for changes in the present Sunday sports laws.

Eugene C. Hultman, chairman of the Metropolitan district commission, attended yesterday's executive session of the committee on metropolitan affairs. It was later announced that the committee voted favorably on legislative proposals for public improvements in Watertown, Milton, Hyde Park, Arlington and Medford. The petitions, if passed, will be turned over to the metropolitan commission for consideration.

What should be done about Great pond on Martha's Vineyard was discussed at considerable length during hearing before the committee on conversation yesterday. Shellfish fishermen from Edgartown renewed their efforts to take from a private corporation the exclusive rights it has enjoyed since 1896 to utilize the fishing resources of this pond, second largest body of fresh water in Massachusetts.

Senator Joseph A. Langone's petition to increase the salaries of police and firemen has been turned down by the committee on public service.

The committee on public health has turned a deaf ear to the petition of the citizens' committee opposing compulsory vaccination for legislation to make vaccination and inoculation voluntary. That means another victory for the advocates of vaccination.

HERALD
Boston, Mass.

FEB 26 1935

BILL IN COMMITTEE

State Senate Acts on Merrimack Valley Measure

The state Senate suspended rules yesterday to refer to the legislative committee on state administration a bill to establish a board to be known as the Merrimack valley authority, to act in co-operation with New Hampshire on the proposed \$40,000,000 valley development.

The measure was filed on behalf of Gov. Curley by Senators James P. McEhan of Lawrence, William F. McCarty of Lowell and Charles A. P. McAree of Haverhill. A similar bill will be presented to the New Hampshire Legislature today.

The bill does not specify the number of board members, but says they "shall be appointed by the Governor for such terms as he may see fit, and at such salary as may be established by him."

Under the terms of the bill, the Merrimack valley authority would be established for the purpose of administering such grants as may be made by the federal government and "for the payment of the expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the improvement of sanitation, for the abate of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation and for such other improvements as may be reasonably necessary for the health, welfare and safety of the inhabitants."

BRANN HOPEFUL

Finds Strong Sentiment in Favor of Quoddy Project

WASHINGTON, Feb. 25 (AP)—Gov. Brann of Maine said tonight the conference here today of New England Governors and industrial leaders appeared unanimously to favor the development of the Passamaquoddy bay power project in Maine.

The Governor brought the subject up during a general discussion of power resources at the conference. He said there were no dissenting voices raised against including the project in the conference recommendations.

Brann also conferred today with Public Works Commissioner Ickes and Deputy Administrator Fleming on general projects that might be developed if the \$4,880,000,000 works relief bill is enacted. He said he did not discuss the Quoddy project with them.

He planned to depart tonight for Maine.

WELLESLEY WORKERS

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.

FEB 26 1935

Curley Angles for Coolidge's Senate Seat?

Move Seen in Washington Par-
ley — Walsh Sidesteps
Governor's Trap

By Oliver McKee, Jr.

Special to the Transcript:

Washington, Feb. 26—Did Governor James M. Curley, when he invited New England senators and representatives to listen to his ambitious river and other projects, in effect put forward his candidacy next year for the Senate seat now held by Marcus Coolidge? This question is being asked today by Bay Staters here who profess to read into the governor's declaration as to what New England needs from Washington a hint that the best way for Massachusetts to secure these Federal bounties is to send Mr. Curley to the Senate. Having publicized his program so dramatically, the governor, some Massachusetts members feel, can now create the impression among the voters back home that only through Curley's presence in Washington as a senator will these projects have any chance of acceptance by those in charge of handing out Federal cash.

Then, too, the Massachusetts group here is much interested in the relations between Curley and David I. Walsh, senior senator. Walsh turned in a smart

Continued on Page Three

...the N.R.A. code to put an end to these differentials. In the N.R.A. Southern mills have greater voting strength than the New England industry. The consensus here is that the President now has the authority to end the sectional discrimination against New England in the matter of wage differentials, as he has also to meet through executive action the Japanese threat to the textile industries. By the same token, the equitable allocation of appropriations for public works depends on the Executive, rather than on Congress.

TRANSCRIPT
Boston, Mass.

FEB 26 1935

There's so much sighing for the good old times that it may be Chancellor Hitler and Governor Curley are just trying to oblige by giving us a taste of the way the world went under Richard III and Henry VIII.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.

FEB 26 1935

Preventorium Needs Described at Meeting

A boarding system is needed at Prendergast Preventorium, where the waiting list is so large that children are obliged to wait months before necessary treatment is available, it was reported at the annual meeting of the Boston Tuberculosis Association. Mayor Mansfield was a speaker and Dr. John B. Hawes, 2d, was re-elected president.

Other officers elected are:

Dr. James J. Minot, vice president; George S. Mumford, treasurer; Mrs. Reginald Heber White, clerk.

Executive Committee—Dr. Hawes, chairman; Dr. Lincoln Davis, Richard Ehrlich, Dr. Cleveland Floyd, Miss Sarah A. Hyams, Mrs. Elliott P. Joslin, John V. Mahoney, Henry C. McKenna, Dr. James J. Minot, Everett Morris, Jr.; George S. Mumford, Miss Julia C. Prendergast, Alexander Wheeler, Mrs. Reginald Heber White, Dr. Nathaniel K. Woods.

Members of Council—Mrs. William H. Ames, Rev. Robert Barry, Dr. George H. Bigelow, Dr. Lloyd T. Brown, Dr. Henry D. Chadwick, Dr. Edward D. Churchill, Dr. Randall Clifford, Governor James M. Curley, Adolph Ehrlich, Richard Ehrlich, Mrs. Gardner H. Fiske, Dr. Justin F. Grant, Dr. John B. Hall, Mrs. John D. Henry, Dr. James A. Keenan, Dr. Fred M. Kenyon, Dr. Donald S. King, Rev. Arthur L. Kinsolving, Miss Elizabeth Carter Leland, Ralph Harry Levi, Dr. Harry Linenthal, Dr. Frederick T. Lord, Dr. Francis X. Mahoney, Mayor Mansfield, Dr. Theodore E. A. McCurdy, Mrs. Thomas F. McMahon, Dr. LeRoy M. S. Miner, Dr. George R. Minot, Horace Morison, Mrs. Luther R. Nash, Dr. Harlan F. Newton, William Cardinal O'Connell, Dr. George T. O'Donnell, Dr. Richard Overholt, Mrs. George W. Perkins, Dr. Alton S. Pope, Rev. Richard Quinn, Dr. Abraham C. Ratschesky, Dr. William H. R. Abbey, Miss Lillian V. Robinson, Samuel R. Saggles, Henry L. Shattuck, Mrs. Channing Simmons, Mrs. Myles Standish, John P. Sullivan, Edmund H. Talbot, Mrs. Thomas F. Tilly, Professor Clair E. Turner and Raymond Wilkins.

TRANSCRIPT
Boston, Mass.

FEB 26 1935

and a host of others.

Fair Words

Among those sponsoring the recital by Margaret Prendergast McLean of New York University, an authority on diction, next Saturday evening, March 2, at the College Club, at 40 Commonwealth avenue, are Mrs. William Leonard Shearer, Jr., Mrs. Larz Anderson, Mrs. Francis J. Flagg, Mrs. Frank P. Speare, Mrs. Francis H. Boyle, Mrs. Edith Washburn Clarke, Mrs. Frederic E. Snow, A. H. Handley, Theodore Johnson, Ralph B. Wilson, Alfred Rolfe Shrigley, Professor Edward M. Rowe, Mrs. Bertha P. Hollis, Mrs. Oren Cheney Sanborn, Dr. Frank H. Damon, Mrs. Joseph B. Ely and Governor James M. Curley, Miss Mary Curley, Judge Emma Fall Schofield, Payson Smith, Mrs. John A. Cousens, Mrs. Wilford D. Gray, Mrs. Leo Rich Lewis, Mrs. George S. Miller.

Mrs. McLean is including on her program "The Fall and Redemption of Man" from Milton's "Paradise Lost" and "Paradise Regained."

A reception is to follow the recital.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE

Boston, Mass.

FEB 26 1935

MARLBORO C. OF C. IN ANNUAL BANQUET

Gov Curley Represented by
Theodore A. Glynn

MARLBORO, Feb. 26—The annual Chamber of Commerce banquet was held last night at Hibernian Hall. Gov Curley, scheduled to be the chief speaker, was unable to come because of his presence in Washington at the Governors' conference. He was represented by Theodore A. Glynn of Boston, former Fire Commissioner, who brought the greetings and good wishes of the Governor to the people of Marlboro.

Pres Winfield Temple presided and after the dinner extended the welcome of the Chamber to those present, including representatives of Marlboro manufacturing industries who were guests and occupied places at the head table. Judge Temple spoke of the friendly feelings and evidences of cooperation between the manufacturers and employees here.

In presenting Robert H. Jameson, chairman of the industrial committee, Judge Temple stated that the organization has been fortunate in having as the head of the industrial committee a man who has devoted several years of earnest effort to causing industrial plants to locate in Marlboro, helping to keep those that were here intact and maintaining the payrolls of the city. He called on the representatives of the manufacturing plants and groups responded which represented 17 firms, including eight shoe manufacturing plants.

Mayor Lyons, the next speaker, extended his welcome and greetings in behalf of the citizens of Marlboro. He praised the Chamber of Commerce for its efforts in behalf of the industrial life of the city and paid tribute to Pres Temple and Mr. Jameson for their services to the city.

Pres Temple then introduced the Governor's representative, former Fire Commissioner Glynn.

"I come here as the ambassador of good will for Gov Curley, but I cannot be expected to talk with authority on the problems of the day such as he could," said Mr Glynn.

"There have been times when I have felt that there has been a lack of cooperation between Chambers of Commerce and communities with industry, but since I have been at this meeting, I have seen evidence of a splendid community spirit and the finest cooperation and effort of your Chamber of Commerce pertaining to the industrial development of the city. There is evidence here of the good will of the people toward your industrial leaders.

"It is a very healthy condition. As one manufacturer after another stood up here this evening, I was assured of the civic interest that is manifested. There is no reason for the people and the industrial leaders of a community to be at variance."

Mr Glynn, pointing to the efforts of the President, and to the opposition he is meeting, said it is not because his efforts are wrong. "It is the old game of politics," he said. "Let us forget politics and work together for the salvation and progress of our country and our communities."

HERALD
Boston, Mass.

FEB 26 1935

State House Briefs

By FRED M. KNIGHT

Legislative committees have already disposed of 17 per cent. of the record-breaking number of petitions on the current legislative docket books, it was disclosed yesterday when James G. Moran, president of the Senate, reported that 407 of the 2325 bills had been reported to date. Moran took the opportunity to congratulate the chairmen and committee members on the progress of their work.

More than half the bills before the Legislature have been given public hearings, for in addition to those reported, some 989 have been given consideration. Hearing dates have been assigned for 572 of the 929 other petitions, leaving only 357 without dates.

A check of former records shows that the Legislature, which has been in session seven and a half weeks, is far ahead of any of its recent predecessors in handling legislative measures.

The question of accepting the adverse report of the House on the resolution to ratify the child labor amendment will come up in the Senate tomorrow. The resolutions were defeated by a roll call vote of 218 to 5 in the House recently.

Through an error in the printing of the bulletin on legislative hearings, many were under the mistaken impression that the recommendation of the Governor to abolish the board of tax appeals was up for a hearing yesterday. As a matter of fact, the committee on state administration has postponed action on the matter and has not assigned a date for its hearing.

The department of labor and industries reported yesterday that manufacturing establishments in Massachusetts showed an increase of 1.4 per cent. in the number of wage-earners employed in January compared with the previous month.

Apparently there is some one in Boston who doesn't read the papers. At least that was the impression the person gave by calling the racing commission office yesterday and asking to talk with Larry Bresnahan, member of the secretarial staff who was removed by the Governor's order last week. "Just tell him 'Annie doesn't live here any more,'" remarked another member of the staff.

The Senate yesterday engaged in one of its mildest sessions in recent weeks, handling mostly routine business without much discussion.

Adverse committee reports on 33 pe-

titions were accepted by the Senate without a word of debate.

The measure to make June 17 a legal holiday in Suffolk county was passed to be engrossed by the Senate.

The bill permitting dancing at weddings on Sundays almost was wiped off the books yesterday. The Senate, on a voice vote, killed the measure, which previously had been given two readings, but later in the session, Senator Charles A. P. McAree motioned for reconsideration, which will be given tomorrow.

A measure authorizing towns to pen members of their temporary police forces incapacitated through injuries received in the performance of police duty was ordered to a third reading by the Senate.

An attempt was made in the House to keep alive the petition that the Boston park department be authorized to permit the Boston school committee to use the Columbus Park stadium in South Boston, but the adverse report of the committee on cities was finally accepted.

The House recommitted eight bills to the committees which had given them adverse reports. Among them were proposals for changes in the present Sunday sports laws.

Eugene C. Hultman, chairman of the Metropolitan district commission, attended yesterday's executive session of the committee on metropolitan affairs. It was later announced that the committee voted favorably on legislative proposals for public improvements in Watertown, Milton, Hyde Park, Arlington and Medford. The petitions, if passed, will be turned over to the metropolitan commission for consideration.

What should be done about Great pond on Martha's Vineyard was discussed at considerable length during hearing before the committee on conversation yesterday. Shellfish fishermen from Edgartown renewed their efforts to take from a private corporation the exclusive rights it has enjoyed since 1896 to utilize the fishing resources of this pond, second largest body of fresh water in Massachusetts.

Senator Joseph A. Langone's petition to increase the salaries of police and firemen has been turned down by the committee on public service.

The committee on public health has turned a deaf ear to the petition of the citizens' committee opposing compulsory vaccination for legislation to make vaccination and inoculation voluntary. That means another victory for the advocates of vaccination.

HERALD
Boston, Mass.

FEB 26 1935

BILL IN COMMITTEE

State Senate Acts on Merrimack Valley Measure

The state Senate suspended rules yesterday to refer to the legislative committee on state administration a bill to establish a board to be known as the Merrimack valley authority, to act in co-operation with New Hampshire on the proposed \$40,000,000 valley development.

The measure was filed on behalf of Gov. Curley by Senators James P. McEhan of Lawrence, William F. McCarty of Lowell and Charles A. P. McAree of Haverhill. A similar bill will be presented to the New Hampshire Legislature today.

The bill does not specify the number of board members, but says they "shall be appointed by the Governor for such terms as he may see fit, and at such salary as may be established by him."

Under the terms of the bill, the Merrimack valley authority would be established for the purpose of administering such grants as may be made by the federal government and "for the payment of the expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the improvement of sanitation, for the abate of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation and for such other improvements as may be reasonably necessary for the health, welfare and safety of the inhabitants."

BRANN HOPEFUL

Finds Strong Sentiment in Favor of Quoddy Project

WASHINGTON, Feb. 25 (AP)—Gov. Brann of Maine said tonight the conference here today of New England Governors and industrial leaders appeared unanimously to favor the development of the Passamaquoddy bay power project in Maine.

The Governor brought the subject up during a general discussion of power resources at the conference. He said there were no dissenting voices raised against including the project in the conference recommendations.

Brann also conferred today with Public Works Commissioner Ickes and Deputy Administrator Fleming on general projects that might be developed if the \$4,880,000,000 works relief bill is enacted. He said he did not discuss the Quoddy project with them.

He planned to depart tonight for Maine.

WELLESLEY WORKERS

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.

FEB 26 1935

Preventorium Needs
Described at Meeting

A boarding system is needed at Prendergast Preventorium, where the waiting list is so large that children are obliged to wait months before necessary treatment is available, it was reported at the annual meeting of the Boston Tuberculosis Association. Mayor Mansfield was a speaker and Dr. John B. Hawes, 2d, was re-elected president.

Other officers elected are:

Dr. James J. Minot, vice president; George S. Mumford, treasurer; Mrs. Reginald Heber White, clerk.

Executive Committee—Dr. Hawes, chairman; Dr. Lincoln Davis, Richard Ehrlich, Dr. Cleaveland Floyd, Miss Sarah A. Hyams, Mrs. Elliott P. Joslin, John V. Mahoney, Henry C. McKenna, Dr. James J. Minot, Everett Morss, Jr.; George S. Mumford, Miss Julia C. Prendergast, Alexander Wheeler, Mrs. Reginald Heber White, Dr. Nathaniel K. Woods.

Members of Council—Mrs. William H. Ames, Rev. Robert Barry, Dr. George H. Bigelow, Dr. Lloyd T. Brown, Dr. Henry D. Chadwick, Dr. Edward D. Churchill, Dr. Randall Clifford, Governor James M. Curley, Adolph Ehrlich, Rich. Mansfield, Mrs. Gardner H. Fiske, Dr. Justin F. Grant, Dr. John B. Hall, Mrs. John D. Henry, Dr. James A. Keenan, Dr. Fred M. Kenison, Dr. Donald S. King, Rev. Arthur L. Kinsolving, Miss Elizabeth Carter Leland, Rabbi Harry Levi, Dr. Harry Linenthal, Dr. Frederick T. Lord, Dr. Francis X. Mahoney, Mayor Mansfield, Dr. Theodore E. A. McCurdy, Mrs. Thomas F. McMahon, Dr. LeRoy M. S. Miner, Dr. George R. Minot, Horace Morison, Mrs. Luther R. Nash, Dr. Harlan F. Newton, William Cardinal O'Connell, Dr. George T. O'Donnell, Dr. Richard Overholt, Mrs. George W. Perkins, Dr. Alton S. Pope, Rev. Richard Quinn, Abraham C. Ratchesky, Dr. William H. Robey, Miss Lillian V. Robinson, Samuel R. Ruggles, Henry L. Shattuck, Mrs. Channing C. Simmons, Mrs. Myles Standish, John P. Sullivan, Edmund H. Talbot, Mrs. Thomas F. Tully, Professor Clair E. Turner and Raymond S. Wilkins.

TRANSCRIPT
Boston, Mass.

FEB 26 1935

and a host of others.

Fair Words

Among those sponsoring the recital by Margaret Prendergast McLean of New York University, an authority on diction, next Saturday evening, March 2, at the College Club, at 40 Commonwealth avenue, are Mrs. William Leonard Shearer, Jr., Mrs. Larz Anderson, Mrs. Francis J. Flagg, Mrs. Frank P. Speare, Mrs. Francis H. Boyle, Mrs. Edith Washburn, Mrs. Frederic E. Snow, A. H. Clarke, Mrs. Theodore Johnson, Ralph B. Handley, Theodore Rolfe Shrigley, Professor Wilson, Alfred Rolfe Shrigley, Professor Edward M. Rowe, Mrs. Bertha P. Hollis, Mrs. Oren Cheney Sanborn, Dr. Frank H. Damon, Mrs. Joseph B. Ely and Governor James M. Curley, Miss Mary Curley, Judge Emma Fall Schofield, Payson Smith, Mrs. John A. Cousins, Mrs. Wilford D. Gray, Mrs. Leo Rich Lewis, Mrs. George S. Miller.

Mrs. McLean is including on her program "The Fall and Redemption of Man" from Milton's "Paradise Lost" and "Paradise Regained."

A reception is to follow the recital.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 26 1935

MARLBORO C. OF C.
IN ANNUAL BANQUET

Gov Curley Represented by
Theodore A. Glynn

MARLBORO, Feb 26—The annual Chamber of Commerce banquet was held last night at Hibernian Hall. Gov Curley, scheduled to be the chief speaker, was unable to come because of his presence in Washington at the Governors' conference. He was represented by Theodore A. Glynn of Boston, former Fire Commissioner, who brought the greetings and good wishes of the Governor to the people of Marlboro.

Pres Winfield Temple presided and after the dinner extended the welcome of the Chamber to those present, including representatives of Marlboro manufacturing industries who were guests and occupied places at the head table. Judge Temple spoke of the friendly feelings and evidences of cooperation between the manufacturers and employees here.

In presenting Robert H. Jameson, chairman of the industrial committee, Judge Temple stated that the organization has been fortunate in having as the head of the industrial committee a man who has devoted several years of earnest effort to causing industrial plants to locate in Marlboro, helping to keep those that were here intact and maintaining the payrolls of the city. He called on the representatives of the manufacturing plants and groups responded which represented 17 firms, including eight shoe manufacturing plants.

Mayor Lyons, the next speaker, extended his welcome and greetings in behalf of the citizens of Marlboro. He praised the Chamber of Commerce for its efforts in behalf of the industrial life of the city and paid tribute to Pres Temple and Mr. Jameson for their services to the city.

Pres Temple then introduced the Governor's representative, former Fire Commissioner Glynn.

"I come here as the ambassador of good will for Gov Curley, but I cannot be expected to talk with authority on the problems of the day such as he could," said Mr Glynn.

"There have been times when I have felt that there has been a lack of cooperation between Chambers of Commerce and communities with industry, but since I have been at this meeting, I have seen evidence of a splendid community spirit and the finest cooperation and effort of your Chamber of Commerce pertaining to the industrial development of the city. There is evidence here of the good will of the people toward your industrial leaders.

"It is a very healthy condition. As one manufacturer after another stood up here this evening, I was assured of the civic interest that is manifested. There is no reason for the people and the industrial leaders of a community to be at variance."

Mr Glynn, pointing to the efforts of the President, and to the opposition he is meeting, said it is not because his efforts are wrong. "It is the old game of politics," he said. "Let us forget politics and work together for the salvation and progress of our country and our communities."

TRANSCRIPT
Boston, Mass.

FEB 26 1935

There's so much sighing for the good old times that it may be Chancellor Hitler and Governor Curley are just trying to oblige by giving us a taste of the way the world went under Richard III and Henry VIII.

C. S. MONITOR
Boston, Mass.

FEB 26 1935

Mansfield Opposes Dog Racing Free Light Bulbs Up to Senate King's Safety Advances to Curley

Today in Greater Boston
And Other Points in New England

Mayor to Fight Tracks

Mayor Mansfield today served notice on prospective dog racing promoters that he would invoke "every legitimate means to prevent the construction of tracks in Boston." He cited specific state laws which give the Mayor authority to keep racing out of the city.

Meanwhile under a barrage of protest from embattled citizens, Brig. Gen. Charles H. Cole today prepared to resign as chairman of the Massachusetts racing commission. The reported reason was not the wrath of residents at dog-racing licenses, but Curley interference.

The resulting shakeup will throw the responsibility for appointing a new chairman directly upon the Governor. Along with it goes the responsibility for ignoring or answering the demands of South Boston and Cambridge for justice.

Already the Governor has admitted that he approved the licensing of tracks without public hearing.

When General Cole steps out, the demands for a reconsideration of the licenses will be aimed directly at the Governor.

Meanwhile, another bill was filed in the House, aimed to tie the hands of the commission and prevent arbitrary licensing in future. It would require the permission of municipal authorities for the location of a horse or dog racing track. It would compel reconsideration of a license if the Mayor and 25 voters sign a petition. This is one of several bills before the Legislature to limit the commission's authority, and was introduced by Representative Eugene H. Giroux.

Free Bulbs Proposed

Free electric light bulbs again—the words were today engrossed on the Massachusetts House records. But it remained to be seen what the Senate would say, and, perhaps, what the Governor would do.

The bill was headed for stiff opposition. The files of the Senate are a junk yard, littered with the remains of defeated anti-utility bills. As for the Governor, he is said to

treated as adverse to the electric companies. The power interests were ordered to reduce rates one-half-cent a kilowatt hour, last year. They were allowed to give up the free bulb plan as partial compensation.

Since then, Mrs. Housewife has been dubiously comparing her somewhat smaller bills, with her outlay for new bulbs. Legislators saw her questioning looks, and grasped the idea that the free bulb slogan might perform wonders of popular appeal. Mrs. Housewife now waits to see what the Senate has up its sleeve.

King's Security Nearer

Just five days, and Boston's police superintendent will be insulated from the buffeting of politics—unless a Curley veto intervenes.

Both houses yesterday passed a bill placing the offices of superintendent and four deputies under Civil Service. Superintendent Martin H. King and his present assistants will be allowed to stay on without examinations. But all future officials must be qualified by examination.

What will Governor Curley do? Only Lieutenant Governor Hurley knows, and he will bring back the critical instructions from Washington, late today or tomorrow. Mr. Curley is off for Florida and perhaps a plane flight into Mexico, so all eyes will be fixed on the pen of Mr. Hurley.

He may sign, as acting governor; he may veto; he may do nothing, in which case the bill automatically becomes law in five days.

If Curley approval is forthcoming, many a civic organization will hang out bunting and declare a celebration. For years, the effort to ensure impartial, efficient career officials for the police department has gone down to defeat before the patronage system. Today it was on the brink of success.

GLOBE
Boston, Mass.

FEB 26 1935

OBSERVE BOSTON MASSACRE DAY

Gov Curley in Proclamation
Tells Its Importance

The Governor's office today issued a proclamation calling for the observance on March 5 of the 165th anniversary of the Boston Massacre. The proclamation of Gov Curley is as follows:

"One hundred and sixty-five years removed from an historic night, in the wisdom which time and distance lends to accurate appraisal and perspective, the Great and General Court of the Commonwealth of Massachusetts saw fit to approve an act requiring the Governor to issue annually a proclamation calling for the proper observance on the fifth day of March of the Boston Massacre.

"On this, the third occasion of that prescribed proclamation, although still conscious of the difference of opinion that has always existed of the results both immediate and remote that followed the bloody murder of five men of Boston town, there is none to deny the estimate of John Adams who wrote: 'On that night the formation of American Independence was laid . . . Not the battle of Lexington or Bunker Hill, not the surrender of Burgoyne or Cornwallis were more important events in American history than the battle of King st on the 5th of March, 1770. The death of four or five persons, the most obscure and inconsiderable that could have been found upon the continent, has never yet been forgiven by any part of America.'

"Name of Crispus Attacks"

"Obscure and inconsiderable' as these men seemed to the second President of the United States, a century and a half ago, the name of Crispus Attacks, Negro, slain in the snow of King st, has endured to this, and will live, we know, to all future generations. Nor do we now overlook in remembrance young Samuel Maverick, James Caldwell, Samuel Gray nor the Irishman, Patrick Carr, white brethren of Crispus Attacks, whose brutal killings awakened a new Nation.

"To arms, to arms," was heard that March night as the bell in the old brick meeting house clanged a clarion call for war against oppression, defense of liberty; the same cry that will be heard to the end of time as enshrined in the Marseillaise when another Nation rose against royal tyranny, 'Aux armes, citoyens. Formez vos bataillons. Marchons, marchons, qu'un sang impur abreuve nos sillons.'

"Severance of British Empire"

"From that moment we may date the severance of the British Empire," said Daniel Webster. The wanton firing on Boston men on that 'night of consternation' presaged the Boston Tea Party, Paul Revere's ride, Concord Bridge and Breed's Hill. The shot fired on Lexington Green heard round the world was an echo of the British musket that felled an American Negro and rallied a people to a conception of liberty, equality and in these later days, social justice, which the world has yet to see paralleled.

"Now, therefore, I, James M. Curley, Governor of the Commonwealth, in conformity with the mandate of the General Court, do hereby issue this proclamation, the third under the act, and I urge upon all Americans the duty and privilege of honoring the silent dead in whose humble lives were nurtured the seeds of honorable revolution, in whose tragic ends and martyrdom American independence was conceived.

"Especially do I commend to our teachers in whose hands are powers to mold the Nation of tomorrow the necessity of instilling in the minds of our youth the significance of the 5th of March, that they in their age and time may be willing to endure martyrdom for principle, and may zealously guard and defend the liberty which is our priceless heritage."

GLOBE
Boston, Mass.

FEB 26 1935

GOV CURLEY CALLS FOR \$200,000,000

Demands N. E. Group Present United Front For Work Projects

By CHARLES S. GROVES
WASHINGTON, Feb 25—Public Works projects in New England totaling \$200,000,000 were called for by Gov James M. Curley at a conference here today attended by members of both houses of Congress from the New England States and by prominent business leaders of that section.

At a meeting called primarily for discussion of rehabilitation of the textile industry in New England, the conferees were asked to present a united front not only in the effort to secure \$200,000,000 of Federal funds for public works, but to bring about a consolidation of New England railroad lines, to obtain protection for the New England fishing industry against foreign competition and to inaugurate four-day sailings from Boston to Europe.

Curley to Call Meetings

Following the conference, Congressman Ralph O. Brewster of Maine declared that the major problem is to make President Roosevelt "New England conscious."

The whole program of proposed public works, including \$60,000,000 for Connecticut River improvements, \$40,000,000 for the Merrimac River, \$100,000,000 for grade crossing elimination and \$30,000,000 for Boston Harbor—were laid before Public Works Administrator Ickes prior to the conference by three New England Governors, Curley of Massachusetts, Brann of Maine and Bridges of New Hampshire. They expressed the opinion that the projects had been well received.

For the purposes of assuring united action, Senator Walsh was delegated to arrange future conferences of members of Congress, and Gov Curley took upon himself the responsibility of again calling the New England Governors together, to keep the ball rolling.

Accompanied by Adjt Gen William I. Rose and Maj Joseph P. Timilty of his staff, Gov Curley departed for a brief sojourn at Palm Beach at 6 p m in a hopeful mood. The Governor said that he would return to Boston in about a week.

Definitely Indorse Projects

Congressman Brewster, in his statement, declared that the President had authority to end the discrimination through the textile code, against New England in the matter of hours of labor and wages, that the President could also by Executive action protect American industry against unfair competition from Japan and other foreign countries and finally that the equitable allocation of funds for public works in New England is a matter for Executive action.

Every New England State was represented at the conference and it was definitely decided to seek the \$60,000,000 for the Connecticut River

and \$40,000,000 for the Merrimac River, covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

The expenditure of this huge sum will make possible an improvement that has long been recognized as essential, according to Gov Curley, but was beyond the reach of any New England State because of the great cost. It was agreed also that the work in question should be upon a 100 percent grant by the Federal Government.

It was further agreed that the entire group would support a program for grade crossing abolition in every one of the New England States. The list as submitted for grade crossing abolition, it is estimated, will represent approximately \$100,000,000.

Wage Differences an Issue

"It was the consensus of all present," said Gov Curley, "that immediate steps should be taken for the preservation of the textile industry in New England, it being pointed out that the number of spindles operating in New England has been reduced from 37,000,000 some 15 years ago, to approximately 10,300,000 at the present time, of which 4,000,000 are not in use.

"Various factors were assigned for the precarious condition in which the textile industry is to be found at the present time. First and foremost was cited the factor of production, which is in excess of 50 percent of consumption requirements, and second, the disadvantages accruing to New England operation of cotton textile plants due to the wage differential, which is the equivalent of about \$2.37 per adult male worker per week. Other factors cited were the invasion of American textile markets by Japan, without adequate protection for markets, and the increased use of rayon silk, which in the past 15 years has increased some 15,000,000 pounds, to 237,000,000 pounds."

The question of more adequate protection for the fish industry to prevent the complete annihilation of this industry due to importations, at prices with which American fishermen cannot compete, was an additional subject considered by the conference.

A proposal was presented with reference to the establishment of a line of super-commerce carriers to meet foreign competition in the establishment of a four-day sailing from Boston to Europe, under the American flag, with ships comparable to those recently put into operation by the British Government, such as "Britannica."

The construction of these super-carriers, and their assignment on a four-day sailing from Boston to Europe, will necessitate an establishment of docks of an estimated length of at least one-half-mile.

The importance of immediate action with reference to the serious situation which has arisen in the matter of the operation of New England railroads was likewise discussed and arrangements were considered for an early conference of New England Governors to consider a proposal for a consolidation of New England railroads with a view to consolidation with outside lines.

"The importance of this matter is best appreciated," said Gov Curley, "when one realizes that the savings banks in Massachusetts alone today have \$255,000,000 invested in the se-

THEY JOINED IN PLEA FOR \$200,000,000



NEW ENGLAND NOTABLES AT WASHINGTON CONFERENCE
Left to Right—Russell T. Fisher, Boston, secretary of National Cotton Manufacturers' Association; Frank Nield, president of the Nield Manufacturing Company; Gov James M. Curley of Massachusetts; Gov Louis J. Brann of Maine; Gov H. Styles Bridges of New Hampshire and Maj A. E. Goyette, president of the New Hampshire Manufacturers' Association.

curities of the New York, New Haven and Hartford Railroad, that are selling in the open market for about one-third of their par value.

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of Governmental policies, inaugurated in the past two years, will result in a united New England delegation working together wholeheartedly for the preservation of New England's basic industries and for the protection and conservation of the railroads of New England."

The figures as published by the Massachusetts Department of Labor and Industries with reference to textile wage earners and salaries paid and value of production were submitted.

\$336,000,000 Decline

In 1923 the number of wage-earners employed in the textile industries in Massachusetts was 113,707, and in 1933 this number had been reduced to 45,418, and is today not in excess of 36,000. The wages paid in 1923 were \$115,080,841. In 1933, \$31,110,036, and today are not in excess of \$25,000,000. The value of production in 1923 was \$416,000,000, in 1933, \$98,602,000, and today not in excess of \$80,000,000, a drop of \$336,000,000 in 12 years.

Gov Curley is strongly of the opinion, and this belief, he says, is shared by Federal officials, that the grants for the suggested public works projects will have to be borne wholly by the Federal Government. The States and the municipalities generally throughout the country, in the opinion of the Massachusetts Governor, are not able at present to assume any additional financial burdens.

Those attending the conference today included Frederick C. Dumaine, Amoskeag Mills; Russell S. Foster, secretary, National Cotton Manufacturers' Association; Dexter Stevens, vice president, Esmond Manufacturing Company; Frank Neild, New Bedford; William B. Shearer, Connecticut; Ex-Pres Pelley, New York; New Haven & Hartford Railroad; Pres Henry I. Harriman, United States Chamber of Commerce; Sen-

ators Walsh and Coolidge, Massachusetts; White, Maine; Metcalf, Rhode Island; Gibson and Austin, Vermont; Maloney, Connecticut; Representatives Higgins, McCormack, Russell, Granfield, Casey, Healey, Holmes, Rogers, Gifford, Andrew, Wigglesworth, Connerly, Massachusetts; Brewster, Moran and Hamlin, Maine; Rogers, Tobey, New Hampshire; Plumley, Vermont; Merritt, Smith, Shanley, Koppleman, Connecticut; Lieut Gov Hurley, Massachusetts.

Gov Smith of Vermont was represented by Joseph Fairbanks, Gov Green of Rhode Island by Congressman O'Connell and Gov Cross of Connecticut by William A. Dower.

\$38,000,000 FOR NAVAL KEY BASES

WASHINGTON, Feb 25 (A. P.)—Congress tonight was well advanced on a program which, if consummated, would pour more than three-quarters of a billion dollars into the national defense structure.

The influential Naval Committee today penned O. K. on a bill to empower the navy to spend \$38,000,000 to build up key bases on east and west coasts in the Canal Zone, Samoa and Hawaii.

A military subcommittee began gathering evidence in support of a \$405,000,000 plan to modernize the army.

The House last week passed a \$379,000,000 War Department Appropriation bill.

The Navy Public Works bill would permit an expenditure of \$26,000,000 on the Pacific Coast and in Hawaii alone. It has been given Administration approval.

MILL OPERATIVE FOUND DEAD WITH RIFLE BY HIS SIDE

LAWRENCE, Feb 25 (A. P.)—John Zagorski, 45, mill operative, was found dead in his home here today by a 10-year-old son. A rifle, with which patrolman Arthur Riley said he had shot himself, was found by his side.

\$255,000,000 PLANS DRAWN UP BY PARKER

P.W.A. State Head Submits Projects to Washington

A total of 1300 projects estimated to cost \$255,000,000 have been forwarded by Col Theodore B. Parker, State P. W. A. engineer, to Washington as proposed work to be done in Massachusetts under President Roosevelt's enlarged relief program.

Col Parker said last night he expects to have another \$100,000,000 worth of projects submitted to him. Projects already sent to Washington include a \$10,000,000 sanitation project for the Merrimac Valley, but not plans for the newly visioned social advancement program for the valley.

Questionnaires asking for information about projects which might be carried out here have been sent to officials in all cities and towns of the State. The projects are coming in answer to these questionnaires.

GLOBE
Boston, Mass.

FEB 26 1935

CHICAGO TRIBUNE

Moderately-Priced Coffins Now for Leaders

CHICAGO, Feb 26 (A. P.)—Time apparently has brought many changes to gangland.

When they buried Dion O'Banion and others who lived and reigned for a time, there were coffins that cost "big money."

But the body of Frankie Rio, who died a natural death, today lay in a moderately-priced coffin awaiting burial tomorrow.

When they buried O'Banion 500 police were on the job. Only a few police are on guard at the mortuary where Rio's body is being held.

Rio was the bodyguard for Al Capone, Chicago's No. 1 public enemy until the Government sent him to prison as an income tax dodger. Heart disease killed him.

FIRE IN PAPER COMPANY PLANT IN ATTLEBORO

ATTLEBORO, Feb 26—Fire interrupted production at the plant of the Springfield, but recovery officials said the labor situation in the industry had become "an important factor."

Meanwhile some New England cotton textile manufacturers, refusing to discuss publicly the problems of the industry, said privately that it was their hope that the President might intercede to aid the industry.

Japan's Competition Is Killing

They explained they were reluctant to criticize the cotton textile code, but they believed administrative action is imperative in view of heavy inroads made upon the domestic markets by imported cloth—particularly by cloth from Japan.

One influential manufacturer, who declined to be quoted by name, said the industry in New England seriously is considering a direct appeal to the White House to expedite action desired to assist the industry admittedly distressed.

Complicating developments in the textile situation yesterday included:

1. Introduction in the house by Representative Edith Nourse Rogers, Rep. of Massachusetts, of a bill calling for the reopening of the cotton textile code.

2. Opening of a conference between Gov. Curley of Massachusetts, Gov. Brann of Maine and Gov. Bridges of New Hampshire, with the New England Congressional delegations, on the decline of the textile industry in New England.

What Manufacturers Desire

New England cotton manufacturers sat silently by while members of Congress and the Governors raised the question of standardization of textile mill wages between the North and South. It was explained that New England mill owners in general were reluctant to invite controversy with their Southern competitors at a time when they feel cooperation of the entire industry is essential.

Some New England manufacturers, however, said they hoped the Pres-

GLOBE
Boston, Mass.

FEB 26 1935

COLE EXPECTED TO RESIGN SOON

Racing Board Head Clears Desk of Belongings

The drive against the operation of dog tracks in Massachusetts gained additional momentum yesterday.

Representative Gustave W. Everberg of Woburn filed a bill in the Legislature to repeal the Dog Racing act and revoke the licenses already issued.

The Boston City Council passed an order authorizing and instructing Corporation Counsel Henry E. Foley to take legal action to prevent the use of land in South Boston for a dog track.

Meanwhile it became apparent that Gen Charles H. Cole, chairman of the State Racing Commission, plans to resign at any moment. Although Gen Cole refused to comment on the subject he has already cleaned his desk of personal belongings and expects to step out, it is believed, before the week is out.

"Vicious, Cruel Racket"

Calling dog racing a "vicious, cruel racket having no place in the life of the people of Massachusetts," Representative Everberg said he had conferred with legal authorities and had been advised it would be legal to repeal the racing laws so far as they apply to dog racing.

Declaring it is on a par with cock fighting and bull fighting, Mr Everberg said few people realized the manner of handling dog races, the starving of dogs in preparation for the races and the "viciousness that attends this so-called sport."

"Throughout the State, from clergymen and other public leaders, a wave of opposition has developed against dog racing. This is due to the fact that the public is only now coming to realize what a mistake was made at the election. Had dog racing been known for what it really is, a vicious, cruel racket, mostly for the benefit of gamblers and promoters and with no benefits to the general public, it would never have been approved."

May Be Heard Soon

A public hearing is scheduled before the Joint Committee on Legal Affairs at the State House next Tuesday on the appointment of a special commission to investigate the passage of the horse and dog acts and appointment of the Racing Commission and it is possible the Everberg petition may be heard at the same time.

The hearing is being given on the petition filed early in January by William H. Gardner, sponsor of the pari-mutuel betting bill.

Mr Gardner also moved yesterday to force cancellation of the four permits granted. Through Representative Giroux of Somerville, he filed a emergency petition to amend the Racing act and make it impossible to have any license issued without first having a public hearing.

The bill provides for an appeal to the Governor and his Council from any decision which the commission might make. Where licenses have already been issued, the petition would

make it possible for the Mayor of a city, the Selectmen, or 25 registered voters to recall them, pending a public hearing.

Before the bill presented by Mr Everberg can be admitted it will be necessary for the Legislature to suspend its rules as the time for filing bills expired some time ago.

The continued flood of protests against dog tracks may result in forcing a public hearing before the Joint Committee on Legal Affairs.

South Boston Protest

The move in the Boston City Council to prevent the use of land in South Boston for a dog track was made by Councilors Kerrigan and Donovan of South Boston.

A mass meeting is scheduled for Thursday evening at the South Boston Municipal Building to protest the granting of a dog racing license in South Boston without a hearing.

No permit will be given by the Cambridge Building Department for construction of buildings in connection with a dog track in that city before a conference is held by Supt of Buildings John J. Terry with Mayor Russell and City Solicitor Edmund L. Twomey.

Supt Terry's decision to hold up a permit pending a conference with the Mayor follows the opinion of City Solicitor Twomey that the Mayor and City Council, according to the General Laws, have the right to license the site of the track and not the Racing Commission. No application for a permit has yet been made with the Building Department.

Council May Act

The Governor's Council will come into the controversy, according to Councilor Frank A. Brooks, who told Representative Ralph N. Hamilton of Cambridge he believes the Governor's Council has the authority to compel the racing commission to grant a hearing to Cambridge residents.

Councilor Brooks will introduce the subject before the Council at its next meeting.

George Funk, president of the Bay State Kennel Club, which has been licensed by the State Racing Commission to operate a track in Cambridge, said last night he would discuss with attorneys for his club what the next move will be.

The Cambridge track has been granted the first dates for racing, starting May 18, so that work must start at once to have the track ready if it is to open on time.

Cole Defends Board

Gen Cole issued a statement defending the commission's action in awarding a license to the Cambridge track in answer to the charges made by Rev Fr Francis Murphy, pastor of St Peter's Church, Cambridge.

"In view of the character of the charges made against me yesterday by Fr Murphy I am obliged to make use of the one answer which will entirely refute this personal attack," said Gen Cole. "I am one of the three Racing Commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission—and furthermore this license was granted with the full knowledge and approval of Gov Curley."

Cornelius J. "Tubber" Cronin of Cambridge, who was named by Gov Curley to replace Lawrence Bresnahan as assistant secretary to the commission, will be interviewed by the commission today.

The commission has also asked the directors of the Boston Garden to appear for a hearing in regard to the proposed dog track in the Garden.

The commission late yesterday received a letter from Representative Everberg of Woburn asking it not to issue any more licenses for dog tracks in view of the many protests in the communities where licenses have already been issued.

FEB 26 1935

- Wedge Pillow Double Stuffed two innerspring mattresses springs.
- Hovena Hair-Top Innerspring with special Hovey construction
- Felt-Top Innerspring Mattresses layers of white cotton for extra softness

ture on Hovey's
Budget Plan!

Save up to \$1.10 a Yard

DUPLAN

Matelasse

Duplan labora-
tory style news—
at their regular

green, ashes
matelasse!

FLOOR

filed with the Legislature attacking, repealing and changing the racing law will be heard by legislative committees and it is expected now that the Gardner Auditorium will not be large enough to contain the objectors who will wish to be heard on the matter.

Curley May Change His Mind

Although Gov Curley has previously said that it was his belief since the people voted for horse and dog racing that they wanted it, the objections to be raised on March 6 may change his attitude. The Governor indicated some time ago before the furore started that he would veto any bill which might change the present law, but since that time the law has been riddled with shot from many quarters and does not stand out in the minds of the public as such a perfect instrument as was once believed.

Added to these difficulties of the promoters of the dog and horse tracks is the digging up of an ancient statute which leaves with the cities and towns the powers to approve of racing tracks in the communities. Boston and Cambridge have already prepared to invoke this old statute and in Boston the corporation counsel, Henry E. Foley, has received instructions from the City Council to proceed at law in such a way as to block the South Boston track.

In Cambridge the building permit has not yet been sought by the promoters of the Alewife Brook Parkway track and present objections to the granting indicate that the promoters will have to resort to the courts with a writ of mandamus to compel the city to grant the building permit.

The absolute refusal of the State Racing Commission to grant a hearing or reconsider the track licenses now issued resulted this afternoon in the filing of still another bill in the Legislature by Representative Eugene H. Giroux of Somerville which provides among other things that the commission "shall" grant a hearing on revocation of any license upon petition of a Mayor, Board of Selectmen or 25 duly registered voters.

This bill contains an emergency preamble which would make it law upon passage by the Legislature and the Governor's signature. It provides that the Racing Commission may after a duly advertised public hearing "and not otherwise" issue a license to the applicant to conduct horse or dog racing. Still another section of the bill provides that the location of a dog or horse track would also have to be approved by the local municipal authorities. This bill would be in the nature of an amendment to the present law and is designed to provide the relief which objectors to present dog track locations are seeking.

CAMBRIDGE MINISTERS IN STRONG PROTESTS

Strong protests against the dog racing track in Cambridge came from ministers of that city today in letters to the City Council which was commended for demanding a public hearing from the Race Track Commission.

A letter to the Cambridge City Council this morning from the Racing Commission refuses a public hearing upon the request of that body. The letter, similar to one received yesterday by acting Mayor John W. Lyons, declared that hearings were held for those who protested and the Racing Commission feels that it is not wise to grant a public hearing.

substantial sums of money in erecting tracks, of the existence of this law every other legitimate means to prevent the establishment of such tracks in Boston."

DEATHS

BYRNE—In Watertown, Feb. 26, Mary North Byrne, daughter of Vincent and Sarah Moore Byrne. Funeral from the residence, 47 Prentiss st., Thursday at 2 p. m. Relatives and friends invited. New-fangled papers please copy.

CONNORS—In Charlestown, Feb. 26, James D. Connors (nee Keady), Funeral from his home, 17 Lincoln st., Thursday, Feb. 28, at 8:15. Solemn high mass at St. Mary's Church at 9 o'clock. Relatives and friends kindly invited.

DOYLE—In Dorchester, Feb. 25, Patrick J. Doyle, Funeral from his late home, 49 Hamilton st., Thursday, Feb. 28, at 8 p. m. Solemn requiem high mass at St. Peter's Church at 9 o'clock. Late members of Division No. 589, Boston County Council, and Central Council Irish friends invited. Relatives and friends invited.

FEENEY—In West Roxbury, Feb. 26, Frank A. Feeney Sr., beloved husband of Margaret A. (Welch) Feeney. Funeral from his late residence, 54 Dent st., Friday, March 1, at 8:15 a. m. Solemn high mass of requiem in St. Theresa's Church at 9 o'clock. Relatives and friends invited.

FEERNAN—In Roxbury, Feb. 26, William P. Feernan, beloved husband of Mary Heffernan (nee Quinn) Feernan. Funeral from his home, 47 Fenwood road, Thursday, Feb. 28, at 8:30 a. m. Solemn high mass at the Mission Church at 9:30 a. m. Relatives and friends kindly invited.

FINNIX—In Medford, February 26, Timothy, beloved husband of Nellie (Samuel) Finnix. Funeral from his home, 13 Summer st., on Thursday, February 28, at 8 a. m. Requiem mass at St. Joseph's Church at 9 o'clock. Relatives and friends invited.

CRACKIN—In Dorchester, February 26, William H. Crackin, formerly of the North End (nee Kernan) and father of John J. Crackin of Ladder No. 12, B. F. J. Crackin from his late residence, 35 Oakwood st., Thursday, February 28, at 8:15 a. m. Solemn high mass of requiem at St. Matthew's Church at 9 o'clock. Relatives and friends invited.

FEB 26 1935

What About It?

East Boston Track Unlikely
Devens Not Going South
Only Fesler May Remain

By Victor O. Jones

THIS AND THAT—Well, and now how do you like the mess the dogs have stirred up? . . . My own guess is that there will not be horse racing at East Boston, this or any other year, and if there's horse racing anywhere in Massachusetts it will be near Framingham. . . . The story is that it would cost \$500,000 to buy and prepare the land in East Boston for racing. . . . Walter E. O'Hara isn't particularly interested in putting that much dough into improving the earth. . . . In fact, I'm told that the East Boston setup called for very little cash from O'Hara, and his financial backers have shied off East Boston as a site for their investment. . . . But, come what may, this group still figures to get whatever horse - racing license is issued. . . .



HERE AND THERE—And if

Jim Purcell succeeds Gen Cole as O'HARA chairman of the race commission, there oughtn't to be any trouble with the food and potables at Massachusetts' tracks. . . . James M. Curley didn't seem to take much interest in the race commission in the closing months of Gov Ely's administration, but nevertheless may very well control that body within a year. . . . Purcell is a Curley man and William H. Ensign's term is only for one year, Charles Connors for two . . . or as they say in the boxing racket . . . "or less." . . . George Freeman wants to get it in the record that the Irish-American A. C. positively will not seek a license to run dog races. . . .

Dan-O Busy as Banqueter

IN AND OUT—Dan O'Mahoney has been as big a success and just as busy as a banqueter as he has been as a wrestler. . . . Few days have passed without his attending at least one banquet or reception. . . . Tonight the Irish societies are fettering him. . . . With victories over Little Beaver in Ottawa, Rudy Dusek at Toronto, Nick Lutze at Philly and Bull Martin at Buffalo, Dan-O's winning streak now extends to 11 straight. . . . And the fact that three of his "triumphs" were repeat performances (Ernie Dusek, Rudy Dusek and Nick Lutze) detracts nothing from his fine physique. . . . Im picking him to best Gino Garibaldi Friday and to continue winning at least until he wrestles in New York again on St Patrick's Day. . . . He figures to win that one, too, though I don't know who the opponent will be.

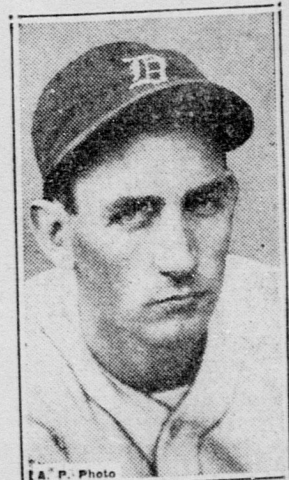
THESE AND THOSE—Bill Bingham hasn't yet given

up hope of getting an artificial skating rink for Harvard. . . . It wouldn't be Bill's idea to have much of a seating capacity or play many games there. . . . The Johnnies would still use the Arena and the Garden for big games, but the private rink would give the H. A. A. a chance to furnish facilities for all students, not just for the best 25 skaters in college. . . . I'm still picking Dinny McNamara for the B. C. football jobs, though it's just a hunch. . . . Charley Devens' name appears on the Yankee roster, but Charley has no idea of leaving his State-st banking office for the South. . . . Not right now, anyway.

Stewart Sticking to Hockey

IN AND OUT—Dick Harlow hasn't said anything about his Harvard assistants yet, but all of Eddie Casey's assistants, with the exception of Wes Fesler, have been confidentially notified that they will not be reappointed. . . . Last year it cost Bill Stewart, the local baseball-hockey arbiter, about \$500 to accompany the Braves on their Southern trip. . . . This year Bill will stick to his hockey, both because he needs the \$500 and because he doesn't want to get too palsy-walsy with the ball players. . . . Some of the N. H. L. governors are trying to gang up on Connie Smythe and pass a law preventing the Toronto owner from sitting next to the goal umpire behind the visiting goalie up in Toronto. . . . The boys intimate that Connie sometimes puts that official under too much pressure. . . . Also the visiting goalies have been complaining that the backs of their neck were getting blistered. . . .

BLACK AND WHITE—One of the best shows in sports is to get Lester Patrick, Frank Patrick and Art Ross together in a room on a rainy afternoon. . . . The boys are all very good at repartee, particularly Frank, who plays a very cute rover, first supporting his business associate, but every once in a while switching his support to brother Lester. . . . This is the time of year when the baseball scribes are telling everyone what a tough racket covering the Southern training camps is. . . . The start of baseball will cost the Red Wings exactly \$2.50 per week. . . . That's what Charlie Gehringer paid for his ticket to each of the Detroit home games. . . . Sure, international sport always cements good feeling, better understanding, etc, between Nations. . . . Look at Connie Mack and Babe Ruth's recent tour of Japan. . . . Only one fellow, the sponsor of the trip, got stabbed, and the ball players have come back to this country saying they were short changed on several of the gates. . . . And if you want to make some easy dough bet that the sacred 1936 Olympics will be marked by at least several squabbles and misunderstandings. . . .



GEHRINGER

Carlisle's Dillon Now Dr Nutbeam

HAM AND EGGS—And who should pay a visit to Concord, N H, last week but the Carlisle Indian who ran 90-odd yards against Harvard in 1903 with the ball tucked up the back of his sweater. . . . On the book he's known as Charles Dillon, but Charley now breaks down and confesses that his real name is Dr T. A. Nutbeam, current chief of the Uan tribe in Alaska. . . . And Dillon, or Nutbeam, was more than 40 when he made that dash against Harvard. . . . At least he's 73 years old now. . . . The Canadian and International Hockey Leagues may merge next year and there may be a post-season playoff between the champions of the two leagues this year. . . . Which is good news, because I'm a little tired of seeing New Haven Eagles every other week. . . .

FEB 26 1935

COTTON TEXTILE CODE UNDER HEAVY FIRE

National Recovery Board Is Taking Hurried Measures to Improve Its First Product

WASHINGTON, Feb 26 (A. P.)—N. R. A.'s code No. 1—that for the cotton textile industry—is a target for bombardment from both labor and management.

So serious was the situation in the opinion of N. R. A. that it has established a special committee to make a hurried survey of conditions in the industry and to report back to the National Recovery Board this week if possible.

The N. R. A. would not concede officially that this action was taken with a view of forestalling a possible general textile strike in the Spring, but recovery officials said the labor situation in the industry had become "an important factor."

Meanwhile some New England cotton textile manufacturers, refusing to discuss publicly the problems of the industry, said privately that it was their hope that the President might intercede to aid the industry.

Japan's Competition Is Killing

They explained they were reluctant to criticize the cotton textile code, but they believed administrative action is imperative in view of heavy inroads made upon the domestic markets by imported cloth—particularly by cloth from Japan.

One influential manufacturer, who declined to be quoted by name, said the industry in New England seriously is considering a direct appeal to the White House to expedite action desired to assist the industry admittedly distressed.

Complicating developments in the textile situation yesterday included:

1. Introduction in the house by Representative Edith Nourse Rogers, Rep. of Massachusetts, of a bill calling for the reopening of the cotton textile code.

2. Opening of a conference between Gov. Curley of Massachusetts, Gov. Brann of Maine and Gov. Bridges of New Hampshire, with the New England Congressional delegations, on the decline of the textile industry in New England.

What Manufacturers Desire

New England cotton manufacturers sat silently by while members of Congress and the Governors raised the question of standardization of textile mill wages between the North and South. It was explained that New England mill owners in general were reluctant to invite controversy with their Southern competitors at a time when they feel cooperation of the entire industry is essential.

Some New England manufacturers, however, said they hoped the Pres-

ident might somehow be persuaded to act in the textile situation along the following lines:

1. Substitution of a single 48-hour shift for the two shifts of 40 hours each now permitted by the code. This would be aimed at curbing overproduction.

2. A guarantee of protection either through a higher tariff or restriction of imports of foreign textiles.

3. Standardization of wages in competing mills, regardless of locality.

4. Amelioration of the cotton processing tax, which mill owners assert has contributed largely to increases in the prices of textiles.

Meanwhile it became apparent that Gen Charles H. Cole, chairman of the State Racing Commission, plans to resign at any moment. Although Gen Cole refused to comment on the subject he has already cleaned his desk of personal belongings and expects to step out, it is believed, before the week is out.

"Vicious, Cruel Racket"

Calling dog racing a "vicious, cruel racket having no place in the life of the people of Massachusetts," Representative Everberg said he had conferred with legal authorities and had been advised it would be legal to repeal the racing laws so far as they apply to dog racing.

Declaring it is on a par with cock fighting and bull fighting, Mr Everberg said few people realized the manner of handling dog races, the starving of dogs in preparation for the races and the "viciousness that attends this so-called sport."

"Throughout the State, from clergymen and other public leaders, a wave of opposition has developed against dog racing. This is due to the fact that the public is only now coming to realize what a mistake was made at the election. Had dog racing been known for what it really is, a vicious, cruel racket, mostly for the benefit of gamblers and promoters and with no benefits to the general public, it would never have been approved."

May Be Heard Soon

A public hearing is scheduled before the Joint Committee on Legal Affairs at the State House next Tuesday on the appointment of a special commission to investigate the passage of the horse and dog acts and appointment of the Racing Commission and it is possible the Everberg petition may be heard at the same time.

The hearing is being given on the petition filed early in January by William H. Gardner, sponsor of the pari-mutuel betting bill.

Mr Gardner also moved yesterday to force cancellation of the four permits granted. Through Representative Giroux of Somerville, he filed a emergency petition to amend the Racing act and make it impossible to have any license issued without first having a public hearing.

The bill provides for an appeal to the Governor and his Council from any decision which the commission might make. Where licenses have already been issued, the petition would

make it possible for the Mayor of a city, the Selectmen, or 25 registered voters to recall them, pending a public hearing.

Before the bill presented by Mr Everberg can be admitted it will be necessary for the Legislature to suspend its rules as the time for filing bills expired some time ago.

The continued flood of protests against dog tracks may result in forcing a public hearing before the Joint Committee on Legal Affairs.

South Boston Protest

The move in the Boston City Council to prevent the use of land in South Boston for a dog track was made by Councilors Kerrigan and Donovan of South Boston.

A mass meeting is scheduled for Thursday evening at the South Boston Municipal Building to protest the granting of a dog racing license in South Boston without a hearing.

No permit will be given by the Cambridge Building Department for construction of buildings in connection with a dog track in that city before a conference is held by Supt of Buildings John J. Terry with Mayor Russell and City Solicitor Edmund L. Twomey.

Supt Terry's decision to hold up a permit pending a conference with the Mayor follows the opinion of City Solicitor Twomey that the Mayor and City Council, according to the General Laws, have the right to license the site of the track and not the Racing Commission. No application for a permit has yet been made with the Building Department.

Council May Act

The Governor's Council will come into the controversy, according to Councilor Frank A. Brooks, who told Representative Ralph N. Hamilton of Cambridge he believes the Governor's Council has the authority to compel the racing commission to grant a hearing to Cambridge residents.

Councilor Brooks will introduce the subject before the Council at its next meeting.

George Funk, president of the Bay State Kennel Club, which has been licensed by the State Racing Commission to operate a track in Cambridge, said last night he would discuss with attorneys for his club what the next move will be.

The Cambridge track has been granted the first dates for racing, starting May 18, so that work must start at once to have the track ready if it is to open on time.

Cole Defends Board

Gen Cole issued a statement defending the commission's action in awarding a license to the Cambridge track in answer to the charges made by Rev Fr Francis Murphy, pastor of St Peter's Church, Cambridge.

"In view of the character of the charges made against me yesterday by Fr Murphy I am obliged to make use of the one answer which will entirely refute this personal attack," said Gen Cole. "I am one of the three Racing Commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission—and furthermore this license was granted with the full knowledge and approval of Gov Curley."

Cornelius J. "Tubber" Cronin of Cambridge, who was named by Gov Curley to replace Lawrence Bresnahan as assistant secretary to the commission, will be interviewed by the commission today.

The commission has also asked the directors of the Boston Garden to appear for a hearing in regard to the proposed dog track in the Garden.

The commission late yesterday received a letter from Representative Everberg of Woburn asking it not to issue any more licenses for dog tracks in view of the many protests in the communities where licenses have already been issued.

- **Wedge Pillow Double St**
two innerspring mattresses
springs.
- **Hovena Hair-Top Innerspri**
with special Hovey constru
- **Felt-Top Innerspring Ma**
layers of white cotton for ex

ture on Hovey's
Budget Plan!

Save up to \$1.10 a Yard

UPLAN A

Matelasse

t| Duplan labora-
 vs tice style news —
 E n at their regular
 a
 a
 a p green, ashes
 p x matelasse!
 le
 b
 FLOOR

file with the Legislature attacking, repealing and changing the racing law will be heard by legislative committees and it is expected now that the Gardner Auditorium will not be large enough to contain the objectors who will wish to be heard on the matter.

Curley May Change His Mind

Although Gov Curley has previously said that it was his belief since the people voted for horse and dog racing that they wanted it, the objections to be raised on March 6 may change his attitude. The Governor indicated some time ago before the furor started that he would veto any bill which might change the present law, but since that time the law has been riddled with shot from many quarters and does not stand out in the minds of the public as such a perfect instrument as was once believed.

Added to these difficulties of the promoters of the dog and horse tracks is the digging up of an ancient statute which leaves with the cities and towns the powers to approve of racing tracks in the communities. Boston and Cambridge have already prepared to invoke this old statute and in Boston the corporation counsel, Henry E. Foley, has received instructions from the City Council to proceed at law in such a way as to block the South Boston track.

In Cambridge the building permit has not yet been sought by the promoters of the Alewife Brook Parkway track and present objections to the granting indicate that the promoters will have to resort to the courts with a writ of mandamus to compel the city to grant the building permit.

The absolute refusal of the State Racing Commission to grant a hearing or reconsider the track licenses now issued resulted this afternoon in the filing of still another bill in the Legislature by Representative Eugene H. Giroux of Somerville which provides among other things that the commission "shall" grant a hearing on revocation of any license upon petition of a Mayor, Board of Selectmen or 25 duly registered voters.

This bill contains an emergency preamble which would make it law upon passage by the Legislature and the Governor's signature. It provides that the Racing Commission may after a duly advertised public hearing "and not otherwise" issue a license to the applicant to conduct horse or dog racing. Still another section of the bill provides that the location of a dog or horse track would also have to be approved by the local municipal authorities. This bill would be in the nature of an amendment to the present law and is designed to provide the relief which objectors to present dog track locations are seeking.

CAMBRIDGE MINISTERS IN STRONG PROTESTS

Strong protests against the dog racing track in Cambridge came from ministers of that city today in letters to the City Council which was commended for demanding a public hearing from the Race Track Commission.

A letter to the Cambridge City Council this morning from the Racing Commission refuses a public hearing upon the request of that body. The letter, similar to one received yesterday by acting Mayor John W. Lyons, declared that hearings were held for those who protested and that the Racing Commission feels that it is not wise to hold a public hearing.

substantial sums of money in erecting tracks, of the existence of this law and my intention to resort to this and every other legitimate means to prevent the establishment of such tracks in Boston."

DEATHS

Funerals—In Watertown, Feb. 26, Mary North Byrne, daughter of Vincent and Sarah Moore Byrne, Funeral from the residence, 47 Prentiss st., Thursday at 2 p.m. Relatives and friends invited. A foundland papers please copy.

HONORS—In Charleston, S.C., Feb. 26, Mrs. D., beloved wife of Mr. D., died at her residence, 1234 E. 10th st., at 10:30 a.m. Funeral from the residence, 1234 E. 10th st., Thursday at 2 p.m. Relatives and friends invited. A foundland papers please copy.

beloved husband of Mary B. Con-
home, 17 Lincoln st., Thursday, Feb. 28,
at 8:15. Solemn high mass at St. Mary's
Church at 9 o'clock. Relatives and friends
kindly invited.

LYLE - In Dorchester. Feb. 23. Patrick J., beloved husband of Mary Coleman Boyle. Funeral from his home, 49 Hamilton st., Thursday, Feb. 28, at 9 o'clock. Requiem high mass at St. Peter's Church at 9 o'clock. Late member of Division No. 589, Boston County Union, and Central Council Irishmen's Associations. Relatives Carney, NEY - In

Frank A. Feeney Sr., beloved husband of Margaret A. (Welch) Feeney. Funeral service on March 1, at 8:15 a. m. Solemn high mass of requiem in St. Theresa's Church, Roxbury, Feb. 26, 1909, at 9 o'clock. Relatives and friends invited.

ERNAN—In Roxbury, Feb. 26, William P. beloved husband of Mary Hefan (nee Quinn). Funeral from his home, 47 Fenwood road, Thursday, Feb. 28, at 8:30 a. m. Solemn high funeral mass at the Mission high church, 1000 Washington street, at 9 a. m. Relatives and friends in-

IX—In Medford, February 26, Tim-
beloved husband Nellie (Samp-
Mannix. Funeral from his home,
Summer st., on Thursday, February
at 8 a. m. Requiem mass
Church.

CKIN—In Dorchester, February 26,
m H., formerly of the North End,
(Kernen) and Helen J. McCrackin
ckin of Ladder No. 12, John J.
l from his late wife.

What About It?

East Boston Track Unlikely Devens Not Going South Only Fesler May Remain

By Victor O. Jones

THIS AND THAT—Well, and now how do you like the mess the dogs have stirred up? . . . My own guess is that there will not be horse racing at East Boston, this or any other year, and if there's horse racing anywhere in Massachusetts it will be near Framingham. . . . The story is that it would cost \$500,000 to buy and prepare the land in East Boston for racing. . . . Walter E. O'Hara isn't particularly interested in putting that much dough into improving the earth. . . . In fact, I'm told that the East Boston setup called for very little cash from O'Hara, and his financial backers have shied off East Boston as a site for their investment. . . . But, come what may, this group still figures to get whatever horse - racing license is issued. . . .



HERE AND THERE—And if

Jim Purcell succeeds Gen Cole as chairman of the race commission, there oughtn't to be any trouble with the food and potables at Massachusetts tracks. . . . James M. Curley didn't seem to take much interest in the race commission in the closing months of Gov Ely's administration, but nevertheless may very well control that body within a year. . . . Purcell is a Curley man and William H. Ensign's term is only for one year, Charles Connors for two . . . or as they say in the boxing racket . . . "or less." . . . George Freeman wants to get it in the record that the Irish-American A. C. positively will not seek a license to run dog races.

Dan-O Busy as Banqueter

IN AND OUT—Dan O'Mahoney has been as big a success and just as busy as a banqueter as he has been as a wrestler. . . . Few days have passed without his attending at least one banquet or reception. . . . Tonight the Irish societies are fettering him. . . . With victories over Little Beaver in Ottawa, Rudy Dusek at Toronto, Nick Lutze at Philly and Bull Martin at Buffalo, Dan-O's winning streak now extends to 11 straight. . . . And the fact that three of his "triumphs" were repeat performances (Ernie Dusek, Rudy Dusek and Nick Lutze) detracts nothing from his fine physique. . . . Im picking him to best Gino Garibaldi Friday and to continue winning at least until he wrestles in New York again on St Patrick's Day. . . . He figures to win that one, too, though I don't know who the opponent will be.

THESE AND THOSE.—Bill Bingham hasn't yet given up hope of getting an artificial skating rink for Harvard. . . . It wouldn't be Bill's idea to have much of a seating capacity or play many games there. . . . The Johnnies would still use the Arena and the Garden for big games, but the private rink would give the H. A. A. a chance to furnish facilities for all students, not just for the best 25 skaters in college. . . . I'm still picking Dinny McNamara for the B. C. football jobs, though it's just a hunch. . . . Charley Devens' name appears on the Yankee roster, but Charley has no idea of leaving his State-st banking office for the South. . . . Not right now, anyway.

Stewart Sticking to Hockey

IN AND OUT—Dick Harlow hasn't said anything about his Harvard assistants yet, but all of Eddie Casey's assistants, with the exception of Wes Fesler, have been confidentially notified that they will not be reappointed. . . . Last year it cost Bill Stewart, the local baseball-hockey arbiter, about \$500 to accompany the Braves on their Southern trip. . . . This year Bill will stick to his hockey, both because he needs the \$500 and because he doesn't want to get too palsy-walsy with the ball players. . . . Some of the N. H. L. governors are trying to gang up on Connie Smythe and pass a law preventing the Toronto owner from sitting next to the goal umpire behind the visiting goalie up in Toronto. . . . The boys intimate that Connie sometimes puts that official under too much pressure. . . . Also the visiting goalies have been complaining that the backs of their neck were getting blistered. . . .

BLACK AND WHITE—One of the best shows in sports is to get Lester Patrick, Frank Patrick and Art Ross together in a room on a rainy afternoon. . . . The boys are all very good at repartee, particularly Frank, who plays a very cute rover, first supporting his business associate, but



GEHRINGER

players have come back to this country saying they were short changed on several of the gates. . . . And if you want to make some easy dough bet that the sacred 1936 Olympics will be marked by at least several squabbles and misunderstandings. . . .

Carlisle's Dillon Now Dr Nutbeem

HAM AND EGGS—And who should pay a visit to Concord, N H, last week but the Carlisle Indian who ran 90-odd yards against Harvard in 1903 with the ball tucked up the back of his sweater. . . . On the book he's known as Charles Dillon, but Charley now breaks down and confesses that his real name is Dr T. A. Nutbeem, current chief of the Uan tribe in Alaska. . . . And Dillon, or Nutbeem, was more than 40 when he made that dash against Harvard. . . . At least he's 73 years old now. . . . The Canadian and International Hockey Leagues may merge next year and there may be a post-season playoff between the champions of the two leagues this year. . . . Which is good news, because I'm a little tired of seeing New Haven Eagles every other week.

FEB 26 1935

FEB 26 1935

COTTON TEXTILE CODE UNDER HEAVY FIRE

National Recovery Board Is Taking Hurried Measures to Improve Its First Product

WASHINGTON, Feb 26 (A. P.)—N. R. A.'s code No. 1—that for the cotton textile industry—is a target for bombardment from both labor and management.

So serious was the situation in the opinion of N. R. A. that it has established a special committee to make a hurried survey of conditions in the industry and to report back to the National Recovery Board this week if possible.

The N. R. A. would not concede officially that this action was taken with a view of forestalling a possible general textile strike in the Spring, but recovery officials said the labor situation in the industry had become "an important factor."

Meanwhile some New England cotton textile manufacturers, refusing to discuss publicly the problems of the industry, said privately that it was their hope that the President might intercede to aid the industry.

Japan's Competition Is Killing

They explained they were reluctant to criticize the cotton textile code, but they believed administrative action is imperative in view of heavy inroads made upon the domestic markets by imported cloth—particularly by cloth from Japan.

One influential manufacturer, who declined to be quoted by name, said the industry in New England seriously is considering a direct appeal to the White House to expedite action desired to assist the industry admittedly distressed.

Complicating developments in the textile situation yesterday included:

1. Introduction in the house by Representative Edith Nourse Rogers, Rep. of Massachusetts, of a bill calling for the reopening of the cotton textile code.

2. Opening of a conference between Gov. Curley of Massachusetts, Gov. Brann of Maine and Gov. Bridges of New Hampshire, with the New England Congressional delegations, on the decline of the textile industry in New England.

What Manufacturers Desire

New England cotton manufacturers sat silently by while members of Congress and the Governors raised the question of standardization of textile mill wages between the North and South. It was explained that New England mill owners in general were reluctant to invite controversy with their Southern competitors at a time when they feel cooperation of the entire industry is essential.

Some New England manufacturers, however, said they hoped the Pres-

ident might somehow be persuaded to act in the textile situation along the following lines:

1. Substitution of a single 48-hour shift for the two shifts of 40 hours each now permitted by the code. This would be aimed at curbing overproduction.

2. A guarantee of protection either through a higher tariff or restriction of imports of foreign textiles.

3. Standardization of wages in competing mills, regardless of locality.

4. Amelioration of the cotton processing tax, which mill owners assert has contributed largely to increases in the prices of textiles.

meanwhile it became apparent that Gen Charles H. Cole, chairman of the State Racing Commission, plans to resign at any moment. Although Gen Cole refused to comment on the subject he has already cleaned his desk of personal belongings and expects to step out, it is believed, before the week is out.

"Vicious, Cruel Racket"

Calling dog racing a "vicious, cruel racket having no place in the life of the people of Massachusetts," Representative Everberg said he had conferred with legal authorities and had been advised it would be legal to repeal the racing laws so far as they apply to dog racing.

Declaring it is on a par with cock fighting and bull fighting, Mr Everberg said few people realized the manner of handling dog races, the starving of dogs in preparation for the races and the "viciousness that attends this so-called sport."

"Throughout the State, from clergymen and other public leaders, a wave of opposition has developed against dog racing. This is due to the fact that the public is only now coming to realize what a mistake was made at the election. Had dog racing been known for what it really is, a vicious, cruel racket, mostly for the benefit of gamblers and promoters and with no benefits to the general public, it would never have been approved."

May Be Heard Soon

A public hearing is scheduled before the Joint Committee on Legal Affairs at the State House next Tuesday on the appointment of a special commission to investigate the passage of the horse and dog acts and appointment of the Racing Commission and it is possible the Everberg petition may be heard at the same time.

The hearing is being given on the petition filed early in January by William H. Gardner, sponsor of the pari-mutuel betting bill.

Mr Gardner also moved yesterday to force cancellation of the four permits granted. Through Representative Giroux of Somerville, he filed a emergency petition to amend the Racing act and make it impossible to have any license issued without first having a public hearing.

The bill provides for an appeal to the Governor and his Council from any decision which the commission might make. Where licenses have already been issued, the petition would

make it possible for the Mayor of a city, the Selectmen, or 25 registered voters to recall them, pending a public hearing.

Before the bill presented by Mr Everberg can be admitted it will be necessary for the Legislature to suspend its rules as the time for filing bills expired some time ago.

The continued flood of protests against dog tracks may result in forcing a public hearing before the Joint Committee on Legal Affairs.

South Boston Protest

The move in the Boston City Council to prevent the use of land in South Boston for a dog track was made by Councilors Kerrigan and Donovan of South Boston.

A mass meeting is scheduled for Thursday evening at the South Boston Municipal Building to protest the granting of a dog racing license in South Boston without a hearing.

No permit will be given by the Cambridge Building Department for construction of buildings in connection with a dog track in that city before a conference is held by Supt of Buildings John J. Terry with Mayor Russell and City Solicitor Edmund L. Twomey.

Supt Terry's decision to hold up a permit pending a conference with the Mayor follows the opinion of City Solicitor Twomey that the Mayor and City Council, according to the General Laws, have the right to license the site of the track and not the Racing Commission. No application for a permit has yet been made with the Building Department.

Council May Act

The Governor's Council will come into the controversy, according to Councilor Frank A. Brooks, who told Representative Ralph N. Hamilton of Cambridge he believes the Governor's Council has the authority to compel the racing commission to grant a hearing to Cambridge residents.

Councilor Brooks will introduce the subject before the Council at its next meeting.

George Funk, president of the Bay State Kennel Club, which has been licensed by the State Racing Commission to operate a track in Cambridge, said last night he would discuss with attorneys for his club what the next move will be.

The Cambridge track has been granted the first dates for racing, starting May 18, so that work must start at once to have the track ready if it is to open on time.

Cole Defends Board

Gen Cole issued a statement defending the commission's action in awarding a license to the Cambridge track in answer to the charges made by Rev Fr Francis Murphy, pastor of St Peter's Church, Cambridge.

"In view of the character of the charges made against me yesterday by Fr Murphy I am obliged to make use of the one answer which will entirely refute this personal attack," said Gen Cole. "I am one of the three Racing Commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission—and furthermore this license was granted with the full knowledge and approval of Gov Curley."

Cornelius J. "Tubber" Cronin of Cambridge, who was named by Gov Curley to replace Lawrence Bresnahan as assistant secretary to the commission, will be interviewed by the commission today.

The commission has also asked the directors of the Boston Garden to appear for a hearing in regard to the proposed dog track in the Garden.

The commission late yesterday received a letter from Representative Everberg of Woburn asking it not to issue any more licenses for dog tracks in view of the many protests in the communities where licenses have already been issued.

GLOBE
Boston, Mass.

FEB 26 1935

FEB 26 1935

LEGISLATORS IN WAR ON DOG TRACKS

Gen Cole Has Not Resigned—Battle on Law Due March 6

By JOHN BARRY

Gen Charles H. Cole had not resigned his position as chairman of the State Racing Commission today. Although his desk in the Ford Building headquarters was cleaned out yesterday, no resignation had reached the Governor's office. It is believed that he will remain until the first of the month. Cornelius ("Tubber") Cronin, the appointee of Gov Curley to the position of assistant secretary of the commission was due to meet with the commission this afternoon.

Lawrence Bresnahan, the assistant secretary, whose job was taken from him by Curley, was to join the ranks of unemployed today, with his superior, Gen Cole, soon to follow. James T. Purcell, said to be Gov Curley's choice as a successor to Gen Cole, will not receive his appointment for at least two weeks, it was indicated today. Purcell, well-known Boston restaurant proprietor, was preparing today to leave for Palm Beach, Fla, where he will join Gov Curley.

The present commission, in charge of racing in Massachusetts is still adamant in its refusal to reopen the dog track license allocations and hold public hearings on the grantings.

Maintaining that they have obeyed

the Legislature attacking, repealing and changing the racing law will be heard by legislative committees and it is expected now that the Gardner Auditorium will not be large enough to contain the objectors who will wish to be heard on the matter.

Curley May Change His Mind

Although Gov Curley has previously said that it was his belief since the people voted for horse and dog racing that they wanted it, the objections to be raised on March 6 may change his attitude. The Governor indicated some time ago before the furore started that he would veto any bill which might change the present law, but since that time the law has been riddled with shot from many quarters and does not stand out in the minds of the public as such a perfect instrument as was once believed.

Added to these difficulties of the promoters of the dog and horse tracks is the digging up of an ancient statute which leaves with the cities and towns the powers to approve of racing tracks in the communities. Boston and Cambridge have already prepared to invoke this old statute and in Boston the corporation counsel, Henry E. Foley, has received instructions from the City Council to proceed at law in such a way as to block the South Boston track.

In Cambridge the building permit has not yet been sought by the promoters of the Alewife Brook Parkway track and present objections to the granting indicate that the promoters will have to resort to the courts with a writ of mandamus to compel the city to grant the building permit.

The absolute refusal of the State Racing Commission to grant a hearing or reconsider the track licenses now issued resulted this afternoon in the filing of still another bill in the Legislature by Representative Eugene H. Giroux of Somerville which provides among other things that the commission "shall" grant a hearing on revocation of any license upon petition of a Mayor, Board of Selectmen or 25 duly registered voters.

This bill contains an emergency preamble which would make it law upon passage by the Legislature and the Governor's signature. It provides that the Racing Commission may after a duly advertised public hearing "and not otherwise" issue a license to the applicant to conduct horse or dog racing. Still another section of the bill provides that the location of a dog or horse track would also have to be approved by the local municipal authorities. This bill would be in the nature of an amendment to the present law and is designed to provide the relief which objectors to present dog track locations are seeking.

CAMBRIDGE MINISTERS IN STRONG PROTESTS

Strong protests against the dog racing track in Cambridge came from ministers of that city today in letters to the City Council which was commended for demanding a public hearing from the Race Track Commission.

A letter to the Cambridge City Council this morning from the Racing Commission refuses a public hearing upon the request of that body. The letter, similar to one received yesterday by acting Mayor John W. Lyons, declared that hearings were held for those who protested and the Racing Commission feels that it is not necessary to hold another.

such licensees will be the first to be warned before they spend substantial sums of money in erecting tracks, of the existence of this law and my intention to resort to this and every other legitimate means to prevent the establishment of such tracks in Boston."

DEATHS

DEATHS
BYRNE—In Watertown. North Byrne, daughter of Sarah Moore, daughter of Vincent and residence, 47 Byrne. Funeral from the residence, 47 Byrnes st. Thursday at 2 p.m. Relatives and friends invited. 2 foundland papers, please copy.
CONNORS—In Charlestown. Feb. 26, James D., beloved husband of Mary Ann Connors (nee Kealey). Funeral from his home, 17 Lincoln st., Thursday, Feb. 27 at 8:15. Solemn high mass at St. Mary's church at 9 o'clock. Relatives and friends kindly invited.

LYLE—In Dorchester, Feb. 23. Patrick J. Doyle, husband of Mary Coleman Hamilton st., Thursday, Feb. 28, at St. Peter's Church at 9 o'clock. Late member of Division No. 589, Boston County Union, and Central Council Car-lands Associations. Relatives and friends invited. Irish

Frank A. Feeney, 54 Dent st., Roxbury, Feb. 26, 1909. Beloved husband of Margaret A. (Welch) Feeney. Funeral service, March 1, at 8:15 a. m. Solemn high mass of requiem in St. Theresa's Church, 9 o'clock. Relatives and friends invited.

ERNAN—In Roxbury, Feb. 26, William P., beloved husband of Mary Hefner (nee Quinn). Funeral from his home, 47 Fenwood road, Thursday, Feb. 28, at 8:30 a. m. Solemn high mass at the St. Mary's Church, Boston, at 9 a. m.

IX—In Medford, February 26. Tim-
beloved husband Nellie (Samp-
Mannix. Funeral from his home
summer st. on Thursday
8 a. m.

... Church at 9 o'clock. Relatives
... friends invited.

son of Ladder No. 12, B. F. D. St. Thursday, February 28, at 8:15. Solemn high mass of requiem at Matthew's Church, Stanton st. at 8:15. Friends and friends invited. Typographical.

the letter of the racing law, the commission does not intend to suspend the licenses already granted in Cambridge, South Boston, Methuen and Dighton.

It has been pointed out that Section 14 of the racing law adopted last year reads, "If a majority of the votes cast in a county in answer to question 2 (Shall the pari mutual system of betting on licensed dog races be permitted in this county?) are in the affirmative, such county shall be taken to have authorized the licensing of dog races therein at which the pari mutual system of betting shall be permitted."

Repeal Only by Vote

The same section also says: "Licenses shall not be granted under this chapter for the holding or conducting of any horse racing meeting or any dog racing meeting within any county unless a majority of the registered voters of such county voting on the questions of granting such licenses when said questions were last submitted to them, as hereinafter

Dog Tracks

Continued on Page 10

of Gov Ely's administration, but nevertheless may very well control that body within a year. . . . Purcell is a Curley man and William H. Ensign's term is only for one year, Charles Connors for two . . . or as they say in the boxing racket . . . "or less." . . . George Freeman wants to get it in the record that the Irish-American A. C. positively will not seek a license to run dog races.

Don O. Busy as Banqueter

Dan-O Busy as Banqueter

IN AND OUT—Dan O'Mahoney has been as big a success and just as busy as a banqueter as he has been as a wrestler. . . . Few days have passed without his attending at least one banquet or reception. . . . Tonight the Irish societies are fettering him. . . . With victories over Little Beaver in Ottawa, Rudy Dusek at Toronto, Nick Lutze at Philly and Bull Martin at Buffalo, Dan-O's winning streak now extends to 11 straight. . . . And the fact that three of his "triumphs" were repeat performances (Ernie Dusek, Rudy Dusek and Nick Lutze) detracts nothing from his fine physique. . . . Im picking him to best Gino Garibaldi Friday and to continue winning at least until he wrestles in New York again on St Patrick's Day. . . . He figures to win that one, too, though I don't know who the opponent will be.

Stewart Sticking to Hockey

IN AND OUT—Dick Harlow hasn't said anything about his Harvard assistants yet, but all of Eddie Casey's assistants, with the exception of Wes Fesler, have been confidentially notified that they will not be reappointed. . . . Last year it cost Bill Stewart, the local baseball-hockey arbiter, about \$500 to accompany the Braves on their Southern trip. . . . This year Bill will stick to his hockey, both because he needs the \$500 and because he doesn't want to get too palsy-walsy with the ball players. . . . Some of the N. H. L. governors are trying to gang up on Connie Smythe and pass a law preventing the Toronto owner from sitting next to the goal umpire behind the visiting goalie up in Toronto. . . . The boys intimate that Connie sometimes puts that official under too much pressure. . . . Also the visiting goalies have been complaining that the backs of their neck were getting blistered. . . .

BLACK AND WHITE—One of the best shows in sports is to get Lester Patrick, Frank Patrick and Art Ross together in a room on a rainy afternoon. . . . The boys are all very good at repartee, particularly Frank, who plays a very cute rover, first supporting his business associate, but



GEHRINGER

players have come back to this country saying they were short changed on several of the gates. . . . And if you want to make some easy dough bet that the sacred 1936 Olympics will be marked by at least several squabbles and misunderstandings. . . . *

Carlisle's Dillon Now Dr Nutbeem

HAM AND EGGS—And who should pay a visit to Concord, N H, last week but the Carlisle Indian who ran 90-odd yards against Harvard in 1903 with the ball tucked up the back of his sweater. . . . On the book he's known as Charles Dillon, but Charley now breaks down and confesses that his real name is Dr T. A. Nutbeam, current chief of the Uan tribe in Alaska. . . . And Dillon, or Nutbeam, was more than 40 when he made that dash against Harvard. . . . At least he's 73 years old now. . . . The Canadian and International Hockey Leagues may merge next year and there may be a post-season playoff between the champions of the two leagues this year. . . . Which is good news, because I'm a little tired of seeing New Haven Eagles every other week. . . .

GLOBE
Boston, Mass.

GLOBE
Boston, Mass.

FEB 26 1935

FEB 26 1935

SOLE ENVELOPES

COTTON TEXTILE CODE UNDER HEAVY FIRE

National Recovery Board Is Taking Hurried Measures to Improve Its First Product

WASHINGTON, Feb 26 (A. P.)—N. R. A.'s code No. 1—that for the cotton textile industry—is a target for bombardment from both labor and management.

So serious was the situation in the opinion of N. R. A. that it has established a special committee to make a hurried survey of conditions in the industry and to report back to the National Recovery Board this week if possible.

The N. R. A. would not concede officially that this action was taken with a view of forestalling a possible general textile strike in the Spring, but recovery officials said the labor situation in the industry had become "an important factor."

Meanwhile some New England cotton textile manufacturers, refusing to discuss publicly the problems of the industry, said privately that it was their hope that the President might intercede to aid the industry.

Japan's Competition Is Killing

They explained they were reluctant to criticize the cotton textile code, but they believed administrative action is imperative in view of heavy inroads made upon the domestic markets by imported cloth—particularly by cloth from Japan.

One influential manufacturer, who declined to be quoted by name, said the industry in New England seriously is considering a direct appeal to the White House to expedite action desired to assist the industry admittedly distressed.

Complicating developments in the textile situation yesterday included:

1. Introduction in the house by Representative Edith Nourse Rogers, Rep. of Massachusetts, of a bill calling for the reopening of the cotton textile code.

2. Opening of a conference between Gov. Curley of Massachusetts, Gov. Brann of Maine and Gov. Bridges of New Hampshire, with the New England Congressional delegations, on the decline of the textile industry in New England.

What Manufacturers Desire

New England cotton manufacturers sat silently by while members of Congress and the Governors raised the question of standardization of textile mill wages between the North and South. It was explained that New England mill owners in general were reluctant to invite controversy with their Southern competitors at a time when they feel cooperation of the entire industry is essential.

Some New England manufacturers, however, said they hoped the Pres-

ident might somehow be persuaded to act in the textile situation along the following lines:

1. Substitution of a single 48-hour shift for the two shifts of 40 hours each now permitted by the code. This would be aimed at curbing overproduction.

2. A guarantee of protection either through a higher tariff or restriction of imports of foreign textiles.

3. Standardization of wages in competing mills, regardless of locality.

4. Amelioration of the cotton processing tax, which mill owners assert has contributed largely to increases in the prices of textiles.

Meanwhile it became apparent that Gen Charles H. Cole, chairman of the State Racing Commission, plans to resign at any moment. Although Gen Cole refused to comment on the subject he has already cleaned his desk of personal belongings and expects to step out, it is believed, before the week is out.

"Vicious, Cruel Racket"

Calling dog racing a "vicious, cruel racket having no place in the life of the people of Massachusetts," Representative Everberg said he had conferred with legal authorities and had been advised it would be legal to repeal the racing laws so far as they apply to dog racing.

Declaring it is on a par with cock fighting and bull fighting, Mr Everberg said few people realized the manner of handling dog races, the starving of dogs in preparation for the races and the "viciousness that attends this so-called sport."

"Throughout the State, from clergymen and other public leaders, a wave of opposition has developed against dog racing. This is due to the fact that the public is only now coming to realize what a mistake was made at the election. Had dog racing been known for what it really is, a vicious, cruel racket, mostly for the benefit of gamblers and promoters and with no benefits to the general public, it would never have been approved."

May Be Heard Soon

A public hearing is scheduled before the Joint Committee on Legal Affairs at the State House next Tuesday on the appointment of a special commission to investigate the passage of the horse and dog acts and appointment of the Racing Commission and it is possible the Everberg petition may be heard at the same time.

The hearing is being given on the petition filed early in January by William H. Gardner, sponsor of the pari-mutuel betting bill.

Mr Gardner also moved yesterday to force cancellation of the four permits granted. Through Representative Giroux of Somerville, he filed a emergency petition to amend the Racing act and make it impossible to have any license issued without first having a public hearing.

The bill provides for an appeal to the Governor and his Council from any decision which the commission might make. Where licenses have already been issued, the petition would

make it possible for the Mayor of a city, the Selectmen, or 25 registered voters to recall them, pending a public hearing.

Before the bill presented by Mr Everberg can be admitted it will be necessary for the Legislature to suspend its rules as the time for filing bills expired some time ago.

The continued flood of protests against dog tracks may result in forcing a public hearing before the Joint Committee on Legal Affairs.

South Boston Protest

The move in the Boston City Council to prevent the use of land in South Boston for a dog track was made by Councilors Kerrigan and Donovan of South Boston.

A mass meeting is scheduled for Thursday evening at the South Boston Municipal Building to protest the granting of a dog racing license in South Boston without a hearing.

No permit will be given by the Cambridge Building Department for construction of buildings in connection with a dog track in that city before a conference is held by Supt of Buildings John J. Terry with Mayor Russell and City Solicitor Edmund L. Twomey.

Supt Terry's decision to hold up a permit pending a conference with the Mayor follows the opinion of City Solicitor Twomey that the Mayor and City Council, according to the General Laws, have the right to license the site of the track and not the Racing Commission. No application for a permit has yet been made with the Building Department.

Council May Act

The Governor's Council will come into the controversy, according to Councilor Frank A. Brooks, who told Representative Ralph N. Hamilton of Cambridge he believes the Governor's Council has the authority to compel the racing commission to grant a hearing to Cambridge residents.

Councilor Brooks will introduce the subject before the Council at its next meeting.

George Funk, president of the Bay State Kennel Club, which has been licensed by the State Racing Commission to operate a track in Cambridge, said last night he would discuss with attorneys for his club what the next move will be.

The Cambridge track has been granted the first dates for racing, starting May 18, so that work must start at once to have the track ready if it is to open on time.

Cole Defends Board

Gen Cole issued a statement defending the commission's action in awarding a license to the Cambridge track in answer to the charges made by Rev Fr Francis Murphy, pastor of St Peter's Church, Cambridge.

"In view of the character of the charges made against me yesterday by Fr Murphy I am obliged to make use of the one answer which will entirely refute this personal attack," said Gen Cole. "I am one of the three Racing Commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission—and furthermore this license was granted with the full knowledge and approval of Gov Curley."

Cornelius J. "Tubber" Cronin of Cambridge, who was named by Gov Curley to replace Lawrence Bresnahan as assistant secretary to the commission, will be interviewed by the commission today.

The commission has also asked the directors of the Boston Garden to appear for a hearing in regard to the proposed dog track in the Garden.

The commission late yesterday received a letter from Representative Everberg of Woburn asking it not to issue any more licenses for dog tracks in view of the many protests in the communities where licenses have already been issued.

FEB 26 1935

LEGISLATORS IN WAR ON DOG TRACKS

Gen Cole Has Not Resigned—Battle on Law Due March 6

By JOHN BARRY
Gen Charles H. Cole had not resigned his position as chairman of the State Racing Commission today. Although his desk in the Ford Building headquarters was cleaned out yesterday, no resignation had reached the Governor's office. It is believed that he will remain until the first of the month. Cornelius ("Tubber") Cronin, the appointee of Gov Curley to the position of assistant secretary of the commission this afternoon. Lawrence Bresnahan, the assistant secretary, whose job was taken from him by Curley, was to join the ranks of unemployed today, with his superior, Gen Cole, soon to follow. James T. Purcell, said to be Gov Curley's choice as a successor to Gen Cole, will not receive his appointment for at least two weeks, it was indicated today. Purcell, well-known Boston restaurant proprietor, was preparing today to leave for Palm Beach, Fla., where he will join Gov Curley.

The present commission, in charge of racing in Massachusetts is still adamant in its refusal to reopen the dog track license allocations and hold public hearings on the grantings. Maintaining that they have obeyed

the letter of the racing law, the commission does not intend to suspend the licenses already granted in Cambridge, South Boston, Methuen and Dighton.

It has been pointed out that Section 14 of the racing law adopted last year reads, "If a majority of the votes cast in a county in answer to question 2 (Shall the pari-mutuel system of betting on licensed dog races be permitted in this county?) are in the affirmative, such county shall be taken to have authorized the licensing of dog races therein at which the pari-mutuel system of betting shall be permitted."

Repeal Only by Vote

The same section also says: "Licenses shall not be granted under this chapter for the holding or conducting of any horse racing meeting or any dog racing meeting within any county unless a majority of the registered voters of such county voting on the questions of granting such licenses when said questions were last submitted to them, as hereinafter

Dog Tracks

Continued on Page 10

the Legislature attacking, repealing and changing the racing law will be heard by legislative committees and it is expected now that the Gardner Auditorium will not be large enough to contain the objectors who will wish to be heard on the matter.

Curley May Change His Mind

Although Gov Curley has previously said that it was his belief since the people voted for horse and dog racing that they wanted it, the objections to be raised on March 6 may change his attitude. The Governor indicated some time ago before the furore started that he would veto any bill which might change the present law, but since that time the law has been riddled with shot from many quarters and does not stand out in the minds of the public as such a perfect instrument as was once believed.

Added to these difficulties of the promoters of the dog and horse tracks is the digging up of an ancient statute which leaves with the cities and towns the powers to approve of racing tracks in the communities. Boston and Cambridge have already prepared to invoke this old statute and in Boston the corporation counsel, Henry E. Foley, has received instructions from the City Council to proceed at law in such a way as to block the South Boston track.

In Cambridge the building permit has not yet been sought by the promoters of the Alewife Brook Parkway track and present objections to the granting indicate that the promoters will have to resort to the courts with a writ of mandamus to compel the city to grant the building permit.

The absolute refusal of the State Racing Commission to grant a hearing or reconsider the track licenses now issued resulted this afternoon in the filing of still another bill in the Legislature by Representative Eugene H. Giroux of Somerville which provides among other things that the commission "shall" grant a hearing on revocation of any license upon petition of a Mayor, Board of Selectmen or 25 duly registered voters.

This bill contains an emergency preamble which would make it law upon passage by the Legislature and the Governor's signature. It provides that the Racing Commission may after a duly advertised public hearing "and not otherwise" issue a license to the applicant to conduct horse or dog racing. Still another section of the bill provides that the location of a dog or horse track would also have to be approved by the local municipal authorities. This bill would be in the nature of an amendment to the present law and is designed to provide the relief which objectors to present dog track locations are seeking.

CAMBRIDGE MINISTERS IN STRONG PROTESTS

Strong protests against the dog racing track in Cambridge came from ministers of that city today in letters to the City Council which was commended for demanding a public hearing from the Race Track Commission.

A letter to the Cambridge City Council this morning from the Racing Commission refuses a public hearing upon the request of that body. The letter, similar to one received yesterday by acting Mayor John W. Lyons, declared that hearings were held for those who protested and the Racing Commission feels that it cannot wish to grant a hearing upon the question of the location of the track.

of valuations upon older property.

SOMERVILLE K. OF P. LODGE TO ENTERTAIN

Arcadia Lodge, K. of P., of Somerville tomorrow evening in Odd Fellows' Hall, College av., will entertain Somerville Lodge, St. Omer and King Hiram Lodges of Cambridge and Ivanhoe Lodge of Charlestown, with Elmer Elliott, DGC, as presiding officer.

Albert C. Hartford, GC, will attend and Harlan P. Knight, SR, will be the Pythian speaker. Robert F. Bushnell will be the guest speaker.

A large entertainment program has been prepared. There will be a buffet luncheon. W. F. Clark is chairman.

WINCHESTER CHURCH TO MARK ANNIVERSARY

WINCHESTER, Feb 26—A reunion to commemorate the 60th anniversary of the founding of St. Mary's Church will be held tomorrow evening in the Town Hall.

The program will open with a one-act play to be presented by the Players' Guild. The Glebe Club of the Guild of the Infant Savior will render a number of selections. The remainder of the entertainment program will consist of dancing specialties and vocal selections. Refreshments and general dancing, both old time and modern, will follow the entertainment.

The entire program is under the direction of Rev. Fr. Joseph McGoldrick and the following: Patrick T. Foley, Francis Cassidy, Mrs. M. C. Ambrose, Grace Doherty, Louise Callahan, Mrs. Mary Roche, Patrick O'Malley, William Callahan, Samuel Kenton, James Smith, Gertrude Callahan, Rose Doherty, Mary Dolan, Mary Donley, Loretta Donley, Elizabeth Halligan, Helen Halligan, Catherine Hannon, Mary McCormack, Bertha McCarron, Mary Murphy, Catherine Roche, Mrs. Mary Flaherty and Mrs. Mary Manzie.

Rev. Aloysius Malone is pastor of the church and his assistants are Rev. Conrad J. Quirbach and Rev. Joseph McGoldrick.

About It?

ston Track Unlikely
Not Going South
ler May Remain

Victor O. Jones

and now how do you like the mess the . . . My own guess is that there East Boston, this or any other year, and

anywhere in

ar Framing-

is that it

and prepare

for racing.

a isn't par-

utting that-

g the earth.

that the East

y little cash

cial backers

as a site for

But, come

gures to get

license is



And if

en Cole as

mission, there oughtn't to be any

and potables at Massachusetts'

M. Curley didn't seem to take

the race commission in the closing months

of Gov Ely's administration, but nevertheless may very

well control that body within a year. . . . Purcell

is a Curley man and William H. Ensign's term is only for

one year, Charles Connors for two . . . or as they

say in the boxing racket . . . "or less." . . .

George Freeman wants to get it in the record that the Irish-

American A. C. positively will not seek a license to run

dog races. . . .

Dan-O Busy as Banqueter

IN AND OUT—Dan O'Mahoney has been as big a success and just as busy as a banqueter as he has been as a wrestler. . . . Few days have passed without his attending at least one banquet or reception. . . . Tonight the Irish societies are fettering him. . . . With victories over Little Beaver in Ottawa, Rudy Dusek at Toronto, Nick Lutze at Philly and Bull Martin at Buffalo, Dan-O's winning streak now extends to 11 straight. . . . And the fact that three of his "triumphs" were repeat performances (Ernie Dusek, Rudy Dusek and Nick Lutze) detracts nothing from his fine physique. . . . Im picking him to best Gino Garibaldi Friday and to continue winning at least until he wrestles in New York again on St. Patrick's Day. . . . He figures to win that one, too, though I don't know who the opponent will be.

THESE AND THOSE—Bill Bingham hasn't yet given up hope of getting an artificial skating rink for Harvard. . . . It wouldn't be Bill's idea to have much of a seating capacity or play many games there. . . . The Johnnies would still use the Arena and the Garden for big games, but the private rink would give the H. A. A. a chance to furnish facilities for all students, not just for the best 25 skaters in college. . . . I'm still picking Dinny McNamara for the B. C. football jobs, though it's just a hunch. . . . Charley Devens' name appears on the Yankee roster, but Charley has no idea of leaving his State-st banking office for the South. . . . Not right now, anyway.

Stewart Sticking to Hockey

IN AND OUT—Dick Harlow hasn't said anything about his Harvard assistants yet, but all of Eddie Casey's assistants, with the exception of Wes Fesler, have been confidentially notified that they will not be reappointed. . . . Last year it cost Bill Stewart, the local baseball-hockey arbiter, about \$500 to accompany the Braves on their Southern trip. . . . This year Bill will stick to his hockey, both because he needs the \$500 and because he doesn't want to get too palsy-walsy with the ball players. . . . Some of the N. H. L. governors are trying to gang up on Connie Smythe and pass a law preventing the Toronto owner from sitting next to the goal umpire behind the visiting goalie up in Toronto. . . . The boys intimate that Connie sometimes puts that official under too much pressure. . . . Also the visiting goalies have been complaining that the backs of their neck were getting blistered. . . .

BLACK AND WHITE—One of the best shows in sports is to get Lester Patrick, Frank Patrick and Art Ross together in a room on a rainy afternoon. . . . The boys are all very good at repartee, particularly Frank, who plays a very cute rover, first supporting his business associate, but every once in a while switching his support to brother Lester. . . . This is the time of year when the baseball scribes are telling everyone what a tough racket covering the Southern training camps is. . . . The start of baseball will cost the Red Wings exactly \$2.50 per week. . . . That's what Charlie Gehringer paid for his ticket to each of the Detroit home games. . . . Sure, international sport always cements good feeling, better understanding, etc, between Nations. . . . Look at Connie Mack and Babe Ruth's recent tour of Japan. . . . Only one fellow, the sponsor of the trip, got stabbed, and the ball players have come back to this country saying they were short changed on several of the gates. . . . And if you want to make some easy dough bet that the sacred 1936 Olympics will be marked by at least several squabbles and misunderstandings. . . .



GEHRINGER

players have come back to this country saying they were short changed on several of the gates. . . . And if you want to make some easy dough bet that the sacred 1936 Olympics will be marked by at least several squabbles and misunderstandings. . . .

Carlisle's Dillon Now Dr Nutbeem

HAM AND EGGS—And who should pay a visit to Concord, N H, last week but the Carlisle Indian who ran 90-odd yards against Harvard in 1903 with the ball tucked up the back of his sweater. . . . On the book he's known as Charles Dillon, but Charley now breaks down and confesses that his real name is Dr T. A. Nutbeem, current chief of the Uan tribe in Alaska. . . . And Dillon, or Nutbeem, was more than 40 when he made that dash against Harvard. . . . At least he's 73 years old now. . . . The Canadian and International Hockey Leagues may merge next year and there may be a post-season playoff between the champions of the two leagues this year. . . . Which is good news, because I'm a little tired of seeing New Haven Eagles every other week. . . .

speakers at the mass

conducted by Suffolk County Coun-

cil, V. F. W., in Faneuil Hall, tomor-

row evening.

Veterans, their families and friends

have been invited. Various speakers

will outline phases of veteran activity.

It is expected action will be taken on

pending legislation as to immediate

payment of adjusted service certifi-

cates.

National Junior Vice Commander-

in-Chief Joseph H. Hanken, National

Councilor Max Singer, National Dep-

uty William C. Horneman and State

Commander Francis X. Cotter will

make brief addresses.

An orchestra and vaudeville artists

will entertain.

Suffolk County Commander John E.

Lee of South Boston heads the com-

mittee arranging the affair. He is

being assisted by Past Commander

James E. Riley, chairman of the

county membership drive committee,

and the commanders of the 23 posts

contained in the jurisdiction.

WEST ACTON SCOUTS HOLD BRIDGE, WHIST TOMORROW

ACTON, Feb 26 — West Acton Troops of Boy and Girl Scouts will hold a bridge and whist party tomorrow evening in the West Acton Woman's Clubhouse.

The citizens of West Acton are sponsoring this party to help the Scouts to get funds for the new huts and equipment. Arthur Lee, Scoutmaster of the boys' troop, and Mrs. Doris Cameron, Scoutmistress of the girls' troop, are in charge of the arrangements.

THEODORE O. WEDEL SPEAKS TO B. U. STUDENTS

Theodore O. Wedel, national secretary of student work for the Episcopal Church, spoke before the Boston University Women's Council and the student Episcopal Club of the university yesterday. His talk was a feature of a tea in the B. U. Women's Building, 146 Commonwealth av. Mrs. Charles L. Slater of Boston poured, assisted by Mary Ingalls of West Roxbury and Maude Sanderson of Boston. Robert L. Curry, Fitchburg, president of the Episcopal Club, was chairman of the committee.

POST
Boston, Mass.
FEB 26 1935

BOS 1

SEEKING A CURE FOR TEXTILE ILLS



Left to right, Russell T. Fisher of Boston, secretary of the National Cotton Manufacturers' Association; Frank Nield, president of the Nield Manufacturing Company; Governor Curley, Governor Louis J. Brann of Maine; Governor H. Styles Bridges of New Hampshire, and Major A. E. Goyette, president of the New Hampshire Manufacturers' Association, who were in Washington yesterday in an effort to help the textile industry in New England.

TALK PLANS TO AID COTTON INDUSTRY

Governors Curley, Brann, and Bridges and Sen. Walsh Discuss Textiles at Capital Luncheon

WASHINGTON, Feb. 25—A militant group of New England public officials, including three Governors and the entire New England Congressional delegation, met at luncheon here today to work out plans for concerted effort to save the textile industry in New England.

SIX STATES REPRESENTED

Governors Curley of Massachusetts, Brann of Maine and Bridges of New Hampshire, represented their States in person, and the Governors of Vermont, Connecticut and Rhode Island sent personal representatives. Senator Walsh of Massachusetts supervised the Washington details of the meeting, and assisted Governor Curley in presiding over the luncheon.

It was the consensus of all present," Governor Curley said in describing the meeting, "that immediate steps should be taken for the preservation of the textile industry in New England. It was pointed out that the number of spindles in operation in New England has been reduced from 37,000,000 15 years ago to approximately 10,000,000 at the present time, and of that number 4,000,000 are idle."

Textile Industry Affected

Governor Curley said a number of factors contributed to the "deplorable" plight of the textile industry, the most baffling of which is "production 50 per cent in excess of consumption."

Secondly, the Governor said in enumerating adverse factors, "is the disadvantage accruing to New England operation of cotton textile plants due to the wage differential, which is the equivalent of about \$2.37 per adult male worker per week."

"Third, the invasion of American textile markets by Japan, without adequate protection for American markets."

"Fourth, the increased use of rayon

silk, which in the past 15 years has increased from 15,000,000 pounds to 237,000,000 pounds."

The Governor laid before the meeting a plan which he said, if put into effect, he believed would save the New England textile industry. He advocated the inauguration of a straight 48-hour week of one shift, eliminating the two 40-hour week shifts that are now permitted.

He asked that the federal government equalize wage scales so that Southern mill owners will not have a wage advantage over their New England competitors. He advocated an import duty, aimed principally at Japan, providing a tax equal to the cost of the same type goods manufactured in the United States plus 10 per cent.

The Curley programme met with the hearty approval of the Governors, Senators, Representatives, and manufacturers who attended the luncheon. Governors Brann and Bridges, called upon after the luncheon to address the gathering, concurred with Governor Curley and urged that all public officials from New England join together to assure adoption of the programme.

In his remarks, Senator Walsh said he believed the textile industry must have the relief which Governor Curley outlined, but that he was doubtful if a solidarity in the Massachusetts Congressional delegation would be adequate to get the relief.

Up to President, Says Walsh

"The best, and I believe the only way, to get relief for the textile industry, is to get the interest and support of President Roosevelt," Senator Walsh said. "He has been delegated the power to act in matters of the tariff, and he would be most influential in having the textile code reopened, so that hours and wage differentials might be put on a more equitable basis."

"It is my understanding," he continued, "that the State Department is greatly concerned and disturbed over the tariff powers delegated to the President, and coming under that department's supervision, and it is entirely possible that Congress may soon have a greater influence in tariff matters. If and when these important tariff powers are returned to Congress solidarity of the New England delegation would be of the utmost importance in relieving the situation in the textile industry."

Maine Governor's Views

Following the meeting Congressman Ralph O. Brewster, former Governor of Maine, said: "New England unity and co-operation in attacking our common problems has been measurably advanced by the meeting today of New England Governors with the New England delegation in Congress. As one of the New England Governors responsible for the creation of the New England council, it is a matter of gratification to see New England recognizing its community of interest."

"The primary problem at present is to make the President New England-conscious, and in this enterprise the New England delegation in Congress will certainly warmly welcome the co-operation of the New England Governors."

Governor Curley also urged the congressional delegation to forward a pro-

gramme for a fleet of American liners to compete with foreign shipping interests, using Boston as the port of entry. Curley advocated the outfitting of a fleet to make the European crossing in four days. If the ships are to be comparable with giant French and English liners now under construction, as the Governor proposes, expenditure of approximately \$30,000,000 will be necessary on Boston Harbor.

2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.
FEB 26 1935

ressed to 11 robberies in this city.

SECRETARY OF STATE NOW ACTING GOVERNOR

With Gov Curley and Lieut Gov Hurley in Washington, Republican rule returned yesterday to the Bay State.

Secretary of State Cook, the only Republican who survived the Democratic landslide in the last election, became acting Governor.

POST
Boston, Mass.

FEB 26 1935

POLICE JOB TENURE UP TO CURLEY

Supt. King Under Civil
Service If There Is
No Veto

Whether Police Superintendent King will be granted the protection of civil service rules and regulations to save him and his successors from the whims of changing administrations, rests with the Governor's office.

Both the Senate and the House of Representatives, without debate, passed to be enacted late yesterday the bill placing the position under civil service. Unless vetoed, it will become effective in five days, ending Saturday.

CURLEY AWAY

As Governor Curley, who is now in Washington, left Washington last night for Florida for a short vacation, which might include a flying trip to Havana or Mexico City, he will be out of the State during the five-day period that the police bill rests on his desk at the State House.

While Secretary of State Cook, who is Acting Governor for two days, and Lieutenant-Governor Hurley, who returns tomorrow from Washington to take over the reins at the State House, have full power to veto the police bill, it was indicated last night that they would follow Governor Curley's desires in the matter.

The bill, which was introduced by State Senator Edward C. Carroll of South Boston, under suspension of the rules, was also rushed through the enactment stage in the Senate, yesterday, to provide civil service protection for Deputy Police Superintendents McDevitt, Anderson, Claffin and Livingston, as well as their successors. This bill also becomes effective, unless vetoed.

Governor had conferred with the President for half an hour during Mr. Roosevelt's visit to Boston last Saturday, and the intimation was given at the State House yesterday that the Mexican trip was discussed at that time.

POST
Boston, Mass.

FEB 26 1935

CURLEY ADMITS O. K. ON TRACKS

But Declares Racing Sites Submitted
to Him Merely as Routine---Cole
Gets Ready to Quit

WASHINGTON, Feb. 25—Governor Curley and his party boarded a train at 6:10 o'clock tonight for a brief vacation in Florida.

Confirmation of General Charles H. Cole's statement that the Cambridge dog racing track was granted with the knowledge of Governor Curley came last night in a special despatch from Washington, in which the Governor admitted that he knew of the intention of the Racing Commission to grant licenses for five dog race locations, one of which was Cambridge.

The Governor said he was not personally concerned about the matter, however, and that the five locations were submitted to him "as a matter of routine."

Continued on Page 11—Seventh Col.

home. The absence of the Governor from the city and the fact that a new member of the board cannot be named in his place until the next meeting of the Executive Council on March 13, are all that have occasioned delay in the presentation of General Cole's resignation at this time.

Files Bill to Revoke

It is probable that formal statement of his intention to resign will be issued within the next few days, however, and that statement is expected to set forth that the discharge of Mr. Bresnahan, as well as the Governor's reported notification that he intends to name the inspectors and other employees of the commission, furnishes the reason for his retirement from the position to which he was appointed just after the State election last November.

In the meantime the protests against dog racing locations reached such a point that Representative Gustave W. Everberg of Woburn, filed a bill in the House to repeal the dog racing provision of the 1934 act. Representative Everberg said last night that he had received telegrams and letters from clergymen, business men and many others from all parts of the State, commending him for his position.

Wants Action Now

He will ask the legislative committee on rules to give him a hearing as soon as possible on the question of admitting his bill for consideration at this session. In order to get the bill before the branches at this stage of the session, the rules must be suspended and suspension requires a four-fifths vote of both branches.

As to his chances of getting the rules committee to agree to admit his repeal bill, the Woburn member was uncertain last night, but he believes that if a public hearing is granted by the rules committee the State House will be stormed with people in favor of the measure.

In his efforts to get his repeal bill before the House, Mr. Everberg may find himself strongly opposed by Representative Martin Hays of Brighton, Republican floor leader in the lower branch and member of the rules committee. Mr. Hays is counsel for the promoters of the Cambridge dog racing track and he appeared before the State racing board in favor of that application.

May Quit Cambridge

Rumors that the promoters of the Cambridge track are attempting to make an arrangement to abandon their location in that city, provided they can be made parties to the application for dog racing in the Boston Garden.

Another report last night was that those who are furnishing the financial backing for the proposed dog track in Quincy are preparing to pool issues with the applicants for a track in Springfield, or some other city in the western section of the State. The racing board has not acted as yet upon either the Quincy or the western Massachusetts applications, but the indications are said to be strongly against any dog racing in Quincy, while the Springfield location is said to have as good a chance as any other application before the commission.

General Cole's only statement on the situation yesterday came as a comment on the charges of the Rev. Dr. Francis V. Murphy of St. Peter's Church, Cambridge, against the racing commission, and particularly General Cole.

Pastor Replies

"In view of the character of the charges made against me yesterday by Father Murphy," said General Cole, "I am obliged to make use of the one answer which will entirely refute this personal attack. I am one of three racing commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission, and furthermore this license was granted with the full knowledge and approval of Governor Curley."

The Rev. Dr. Murphy last night said that there is no personal feeling between General Cole and him, that the whole question is one outside of personalities, and that the only question he raises is on "the complete sordidness of the thing" and the question "of ignoring the democracy of the public forum."

When General Cole's statement that the Governor knew about and approved the Cambridge dog track was put up to Governor Curley in Washington yesterday, he replied:

"Before I left Boston I was informed the commission proposed five locations, one of which was Cambridge, and I as-

Mayor Mansfield's protest against dog racing in the city. An order presented by Councillors George P. Donovan and John E. Kerrigan of South Boston, directing Corporation Counsel Henry E. Foley to seek injunctions against dog racing in the city was adopted unanimously, after several members of the body had sharply criticised the action of the State commission in granting a license to the Old Harbor Kennel Club in South Boston. Corporation Counsel Foley made no statement with reference to the matter last night, but he stated recently that from an informal examination of the situation, he believed the track could be prosecuted as a nuisance unless it had the approval of the Mayor and City Council as provided under statutes adopted in 1856.

South Boston citizens will voice their protest against the proposed dog track in their section at a mass meeting in the Municipal building there Thursday night at 8 o'clock. Officials of practically every civic organization in South Boston will be present at the meeting to arouse the men and women of the district to protest.

May Refuse Permit

Local clergymen, State representatives, city councillors and prominent men and women generally will join in the meeting. Bill Cunningham of the Post will discuss dog racing and its consequences. The meeting is being arranged by the Flanagan Checker Club, of which William H. Flanagan is president.

Acting Mayor John W. Lyons of Cambridge yesterday directed Building Superintendent John J. Terry to notify him as soon as an application is made for a building permit by the Bay State Kennel Club for the construction of its plant at Concord avenue. It was said that surveyors were to begin measurements and plans for the layout of the new dog track this morning, and while no permit is necessary for a survey, any move towards construction will require the authority of the building superintendent, according to Acting Mayor Lyons. Superintendent Terry said also that he will issue no permit until he has conferred with Mayor Richard M. Russell and City Solicitor Edmund L. Twomey.

The permit can be withheld until, and if the sponsors of the track can secure a writ of mandamus from the courts to compel its issuance.

Protests Pile Up

Discussing the proposed site, Mr. Terry said that it is on marshy ground. It would be necessary to sink pilings to some distance before a grandstand or other buildings could be erected, he said.

Representatives Ralph N. Hamilton, of Cambridge, announced that Executive Councillor Frank A. Brooks had assured him that he would take the matter of the Cambridge permit up with the Governor's Council.

The Cambridge League of Women Voters submitted the matter of the track to its executive committee yesterday at a meeting at Hotel Continental. Mrs. Carroll L. Chase, president of the group, which counts 120 members in Cambridge and Belmont, announced opposition to the proposed Cambridge track.

Clergymen of every denomination rallied to the Rev. Dr. Murphy's support yesterday in opposition to the track.

Dighton Up in Arms

The Rev. Frederic C. Lawrence, rector of St. Peter's Episcopal Church, announced opposition to the proposed track and backed the Rev. Dr. Murphy's stand. The Rev. Norman Nash, member of the faculty of the Harvard Theological School, declared that every member of the faculty is opposed to the installation of a dog racing track in Cambridge, long known as a centre of culture and education.

The town of Dighton will join with other cities and towns in the State in a fight to the finish against the licensing of dog racing tracks in communities not wanting them, George B. Glidden, chairman of the Dighton Board of Selectmen, stated today.

Despite the edict of the State Racing Commission that it would hold no hearings on revocations, Chairman Glidden is hopeful that he will be given a chance to present the town's overwhelming protest against the license granted the Bristol County Kennel Club, Inc., of Taunton.

Dighton, like Boston, will resort to the invoking of the old law of 1856, and a later statute, also, requiring the town's approval for any race track.

NO ONE APPEARS TO PROTEST IN METHUEN

METHUEN, Feb. 25—No one appeared at the meeting of the Methuen Board of Selectmen tonight to protest the establishment of a dog track in this town.

It had been expected that the opponents of dog racing in this town would launch a bitter protest at tonight's meeting. The meeting, which lasted two hours, was delayed so that any protestants could address the board, but when none came, and no communications in writing were received, the board adjourned for a week.

POST
Boston, Mass.
FEB 26 1935

BOST

SEEKING A CURE FOR TEXTILE ILLS



Left to right, Russell T. Fisher of Boston, secretary of the National Cotton Manufacturers' Association; Frank Nield, president of the Nield Manufacturing Company; Governor Curley, Governor Louis J. Brann of Maine; Governor H. Styles Bridges of New Hampshire, and Major A. E. Goyette, president of the New Hampshire Manufacturers' Association, who were in Washington yesterday in an effort to help the textile industry in New England.

TALK PLANS TO AID COTTON INDUSTRY

Governors Curley, Brann, and Bridges
and Sen. Walsh Discuss Textiles at
Capital Luncheon

WASHINGTON, Feb. 25—A militant group of New England public officials, including three Governors and the entire New England Congressional delegation, met at luncheon here today to work out plans for concerted effort to save the textile industry in New England.

SIX STATES REPRESENTED

Governors Curley of Massachusetts, Brann of Maine and Bridges of New Hampshire, represented their States in person, and the Governors of Vermont, Connecticut and Rhode Island sent personal representatives. Senator Walsh of Massachusetts supervised the Washington details of the meeting, and assisted Governor Curley in presiding over the luncheon.

It was the consensus of all present," Governor Curley said in describing the meeting, "that immediate steps should be taken for the preservation of the textile industry in New England. It was pointed out that the number of spindles in operation in New England has been reduced from 37,000,000 15 years ago to approximately 10,000,000 at the present time, and of that number 4,000,000 are idle."

Textile Industry Affected

Governor Curley said a number of factors contributed to the "deplorable" plight of the textile industry, the most baffling of which is "production 50 per cent in excess of consumption."

Secondly, the Governor said in enumerating adverse factors, "is the disadvantage accruing to New England operation of cotton textile plants due to the wage differential, which is the equivalent of about \$2.37 per adult male worker per week."

"Third, the invasion of American textile markets by Japan, without adequate protection for American markets."

"Fourth, the increased use of rayon

silk, which in the past 15 years has increased from 15,000,000 pounds to 237,000,000 pounds."

The Governor laid before the meeting a plan which he said, if put into effect, he believed would save the New England textile industry. He advocated the inauguration of a straight 48-hour week of one shift, eliminating the two 40-hour week shifts that are now permitted.

He asked that the federal government equalize wage scales so that Southern mill owners will not have a wage advantage over their New England competitors. He advocated an import duty, aimed principally at Japan, providing a tax equal to the cost of the same type goods manufactured in the United States plus 10 per cent.

The Curley programme met with the hearty approval of the Governors, Senators, Representatives, and manufacturers who attended the luncheon. Governors Brann and Bridges, called upon after the luncheon to address the gathering, concurred with Governor Curley and urged that all public officials from New England join together to assure adoption of the programme.

In his remarks, Senator Walsh said he believed the textile industry must have the relief which Governor Curley outlined, but that he was doubtful if a solidarity in the Massachusetts Congressional delegation would be adequate to get the relief.

Up to President, Says Walsh

"The best, and I believe the only way, to get relief for the textile industry, is to get the interest and support of President Roosevelt," Senator Walsh said. "He has been delegated the power to act in matters of the tariff, and he would be most influential in having the textile code reopened, so that hours and wage differentials might be put on a more equitable basis."

"It is my understanding," he continued, "that the State Department is greatly concerned and disturbed over the tariff powers delegated to the President, and coming under that department's supervision, and it is entirely possible that Congress may soon have a greater influence in tariff matters. If and when these important tariff powers are returned to Congress solidarity of the New England delegation would be of the utmost importance in relieving the situation in the textile industry."

Maine Governor's Views

Following the meeting Congressman Ralph O. Brewster, former Governor of Maine, said: "New England unity and co-operation in attacking our common problems has been measurably advanced by the meeting today of New England Governors with the New England delegation in Congress. As one of the New England Governors responsible for the creation of the New England council, it is a matter of gratification to see New England recognizing its community of interest."

"The primary problem at present is to make the President New England-conscious, and in this enterprise the New England delegation in Congress will certainly warmly welcome the co-operation of the New England Governors."

Governor Curley also urged the congressional delegation to forward a pro-

gramme for a fleet of American liners to compete with foreign shipping interests, using Boston as the port of entry. Curley advocated the outfitting of a fleet to make the European crossing in four days. If the ships are to be comparable with giant French and English liners now under construction, as the Governor proposes, expenditure of approximately \$30,000,000 will be necessary on Boston Harbor.

2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.
FEB 26 1935

ressed to 11 robberies in this city.

SECRETARY OF STATE NOW ACTING GOVERNOR

With Gov Curley and Lieut Gov Hurley in Washington, Republican rule returned yesterday to the Bay State.

Secretary of State Cook, the only Republican who survived the Democratic landslide in the last election, became acting Governor.

CEP -
MPLTELY
LIPPED

WASHINGTON, Feb. 25—Forecast for the week ending Feb. 27: Tuesday, New York: Snow and much colder. Wednesday: Rain, cold. Thursday: Rain, cold. Friday: Rain, cold. Saturday: Rain, cold. Sunday: Rain, cold. The weather in the north and northeast is expected to be much colder than in the south and west.

CURLEY ADMITS HE PUT O. K. ON TRACKS

Continued From First Page

Although the commission to date has issued licenses for only four tracks, it was learned through Governor's Curley's statement yesterday, that they intend to issue one more, although it is understood that there is still considerable doubt as to which of the additional license applications will be chosen.

The Governor's admission that he knew not only of the Cambridge location, but also of the others, was taken last night as an indication that he had dictated all of the acts of the racing board to date, and opponents of the dog tracks in Cambridge, South Boston, Methuen and Dighton are preparing to place full responsibility upon the Governor for the whole situation.

They are preparing to demand that he direct the Racing Commission to reconsider its action to date, and to require that public hearings be given on the revocation of the four licenses already granted.

Cole Preparing to Quit

Although General Cole declined to make any statement with reference to his resignation yesterday, it is known that he has taken no active part in the proceedings of the commission since last Thursday night, when, over his protest, Commissioner Charles F. Connors and William H. Ensign, acceded to Governor Curley's demand for the discharge of Lawrence J. Bresnahan as assistant secretary of the commission.

In preparation for his leaving the department because of Governor Curley's insistence upon running the commission, General Cole yesterday began clearing out his desk in the offices on the fourth floor of the Ford building, and taking his personal belongings back to his home.

The absence of the Governor from the city and the fact that a new member of the board cannot be named in his place until the next meeting of the Executive Council on March 13, are all that have occasioned delay in the presentation of General Cole's resignation at this time.

Files Bill to Revoke

It is probable that formal statement of his intention to resign will be issued within the next few days, however, and that statement is expected to set forth that the discharge of Mr. Bresnahan, as well as the Governor's reported notification that he intends to name the inspectors and other employees of the commission, furnishes the reason for his retirement from the position to which he was appointed just after the State election last November.

In the meantime the protests against dog racing locations reached such a point that Representative Gustave W. Everberg of Woburn, filed a bill in the House to repeal the dog racing provision of the 1934 act. Representative Everberg said last night that he had received telegrams and letters from clergymen, business men and many others from all parts of the State, commending him for his position.

Wants Action Now

He will ask the legislative committee on rules to give him a hearing as soon as possible on the question of admitting his bill for consideration at this session. In order to get the bill before the branches at this stage of the session, the rules must be suspended and suspension requires a four-fifths vote of both branches.

As to his chances of getting the rules committee to agree to admit his repeal bill, the Woburn member was uncertain last night, but he believes that if a public hearing is granted by the rules committee the State House will be stormed with people in favor of the measure.

In his efforts to get his repeal bill before the House, Mr. Everberg may find himself strongly opposed by Representative Martin Hays of Brighton, Republican floor leader in the lower branch and member of the rules committee. Mr. Hays is counsel for the promoters of the Cambridge dog racing track and he appeared before the State racing board in favor of that application.

May Quit Cambridge

Rumors that the promoters of the Cambridge track are attempting to make an arrangement to abandon their location in that city, provided they can be made parties to the application for dog racing in the Boston Garden.

Another report last night was that those who are furnishing the financial backing for the proposed dog track in Quincy are preparing to pool issues with the applicants for a track in Springfield, or some other city in the western section of the State. The racing board has not acted as yet upon either the Quincy or the western Massachusetts applications, but the indications are said to be strongly against any dog racing in Quincy, while the Springfield location is said to have as good a chance as any other application before the commission.

General Cole's only statement on the situation yesterday came as a comment on the charges of the Rev. Dr. Francis V. Murphy of St. Peter's Church, Cambridge, against the racing commission, and particularly General Cole.

Pastor Replies

"In view of the character of the charges made against me yesterday by Father Murphy," said General Cole, "I am obliged to make use of the one answer which will entirely refute this personal attack. I am one of three racing commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission, and furthermore this license was granted with the full knowledge and approval of Governor Curley."

The Rev. Dr. Murphy last night said that there is no personal feeling between General Cole and him, that the whole question is one outside of personalities, and that the only question he raises is on "the complete sordidness of the thing" and the question "of ignoring the democracy of the public forum."

When General Cole's statement that the Governor knew about and approved the Cambridge dog track was put up to Governor Curley in Washington yesterday, he replied:

"Before I left Boston I was informed the commission proposed five locations, one of which was Cambridge, and I as-

sumed their purpose was to issue permits for them. I was not at all concerned with the matter as it was entirely the business of the racing commission. The racing commission was created for the purpose of issuing permits for dog and horse racing and for making rules under which the sport would be conducted in Massachusetts.

"Under the law, I am not required to pass on either licensing or location of tracks. The five locations were directed to me as a matter of routine. The question of precise location is a matter for the commission to determine and not one for the Governor to pass upon. That's all I have to say."

The Boston City Council yesterday went on record squarely in line with Mayor Mansfield's protest against dog racing in the city. An order presented by Councillors George P. Donovan and John E. Kerrigan of South Boston, directing Corporation Counsel Henry E. Foley to seek injunctions against dog racing in the city was adopted unanimously, after several members of the body had sharply criticized the action of the State commission in granting a license to the Old Harbor Kennel Club in South Boston. Corporation Counsel Foley made no statement with reference to the matter last night, but he stated recently that from an informal examination of the situation, he believed the track could be prosecuted as a nuisance unless it had the approval of the Mayor and City Council as provided under statutes adopted in 1856.

South Boston citizens will voice their protest against the proposed dog track in their section at a mass meeting in the Municipal building there Thursday night at 8 o'clock. Officials of practically every civic organization in South Boston will be present at the meeting to arouse the men and women of the district to protest.

May Refuse Permit

Local clergymen, State representatives, city councillors and prominent men and women generally will join in the meeting. Bill Cunningham of the Post will discuss dog racing and its consequences. The meeting is being arranged by the Flanagan Checker Club, of which William H. Flanagan is president.

Acting Mayor John W. Lyons of Cambridge yesterday directed Building Superintendent John J. Terry to notify him as soon as an application is made for a building permit by the Bay State Kennel Club for the construction of its plant at Concord avenue. It was said that surveyors were to begin measurements and plans for the layout of the new dog track this morning, and while no permit is necessary for a survey, any move towards construction will require the authority of the building superintendent, according to Acting Mayor Lyons. Superintendent Terry said also that he will issue no permit until he has conferred with Mayor Richard M. Russell and City Solicitor Edmund L. Twomey.

The permit can be withheld until, and if the sponsors of the track can secure a writ of mandamus from the courts to compel its issuance.

Protests Pile Up

Discussing the proposed site, Mr. Terry said that it is on marshy ground. It would be necessary to sink pilings to some distance before a grandstand or other buildings could be erected, he said.

Representatives Ralph N. Hamilton, of Cambridge, announced that Executive Councillor Frank A. Brooks had assured him that he would take the matter of the Cambridge permit up with the Governor's Council.

The Cambridge League of Women Voters submitted the matter of the track to its executive committee yesterday at a meeting at Hotel Continental. Mrs. Carroll L. Chase, president of the group, which counts 1200 members in Cambridge and Belmont, announced opposition to the proposed Cambridge track.

Clergymen of every denomination rallied to the Rev. Dr. Murphy's support yesterday in opposition to the track.

Dighton Up in Arms

The Rev. Frederic C. Lawrence, rector of St. Peter's Episcopal Church, announced opposition to the proposed track and backed the Rev. Dr. Murphy's stand. The Rev. Norman Nash, member of the faculty of the Harvard Theological School, declared that every member of the faculty is opposed to the installation of a dog racing track in Cambridge, long known as a centre of culture and education.

The town of Dighton will join with other cities and towns in the State in a fight to the finish against the licensing of dog racing tracks in communities not wanting them, George B. Glidden, chairman of the Dighton Board of Selectmen, stated today.

Despite the edict of the State Racing Commission that it would hold no hearings on revocations, Chairman Glidden is hopeful that he will be given a chance to present the town's overwhelming protest against the license granted the Bristol County Kennel Club, Inc., of Taunton.

Dighton, like Boston, will resort to the invoking of the old law of 1856, and a later statute, also, requiring the town's approval for any race track.

NO ONE APPEARS TO PROTEST IN METHUEN

METHUEN, Feb. 25—No one appeared at the meeting of the Methuen Board of Selectmen tonight to protest the establishment of a dog track in this town.

It had been expected that the opponents of dog racing in this town would launch a bitter protest at tonight's meeting. The meeting, which lasted two hours, was delayed so that any protestants could address the board, but when none came, and no communications in writing were received, the board adjourned for a week.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 26 1935

CURLEY TO FLY TO MEXICO CITY

Report He Is Going There for President

A flying visit to Mexico City, "as the personal representative of President Roosevelt," will be made by Governor Curley before he returns from his present southern trip, according to a report made on good authority at the State House yesterday.

When the Governor left for a trip to Washington and Miami, it was believed he would try to find time for an aeroplane visit to Mexico City, but the Governor kept to himself the idea that he was going on any special or personal mission for President Roosevelt. It was pointed out yesterday that the Governor had conferred with the President for half an hour during Mr. Roosevelt's visit to Boston last Saturday, and the intimation was given at the State House yesterday that the Mexican trip was discussed at that time.

POST

Boston, Mass.

FEB 26 1935

HUGE SUM IS SOUGHT BY CURLEY

\$230,000,000 Needed for Valley Projects, Boston Harbor

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$230,000,000 programme of federal improvements was asked today by Governor Curley of Massachusetts at a conference with Northeastern Senators and Representatives.

The programme as outlined called for:

\$230,000,000 ASKED FOR

1. Expenditure of \$100,000,000 of federal funds for Merrimack Valley and Connecticut Valley developments.

2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England States.

3. Expenditure of \$30,000,000 for development of Boston Harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England Congressional delegation present, Governor Curley outlined the Connecticut and Merrimack Valley projects, which, he said, would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Governors Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Public Works Administrator Ickes on the projects, and said afterward they believed the proposal had been well received.

Plans for Grade Crossings

Bridges said recommendations by Curley and himself, in connection with the Merrimack Valley project, probably would be sent to the New Hampshire and Massachusetts Legislatures this week.

The entire work, the Governors said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six States about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven and Hartford Railroad that are selling in the open market for about one-third of their par value."

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

MERRIMACK BILL FILED

Establishes State Board to Carry Out Such Projects as May be Authorized for Improving Its River Valley.

Moving swiftly to co-operate in the proposed \$40,000,000 development of the Merrimack Valley, the State Senate yesterday suspended its rules and referred to its committee on State administration for public hearing a bill which would create a State board to accept funds from the PWA to administer the project.

The bill was filed by Senators James P. Meehan of Lawrence, William F. McCarty of Lowell and Charles A. P. McAree of Haverhill, whose home communities would benefit by the proposed project. Pending further information from Washington details as to membership of the proposed board as well as salaries were omitted from the bill.

The bill says: "There is hereby established a board to be known as the Merrimack Valley Authority, to act in co-operation with the authorities of the State of New Hampshire, for the purpose of administering such grants as may hereafter be made by the federal government, for the payment of the entire expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the improvement of sanitation, for the abatement of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation, and for such other improvements as may be determined as reasonably necessary and proper for the health, welfare and safety of the inhabitants of the watershed of the Merrimack River."

Similar legislation is being urged before the New Hampshire Legislature by Governor Bridges, who has been co-operating with Governor Curley in the drive to obtain this improvement from the proposed PWA programme without any expense to either State.

BAY STATE PROJECTS CALL FOR \$255,000,000

State PWA Engineer Theodore B. Parker announced yesterday that his office has forwarded to Washington 1300 estimates on projects calling for expenditures of \$255,000,000.

Mr. Parker said that these estimates were not completed projects but were merely suggestions as to what Massachusetts cities, towns and federal and State departments would like to do this year in the way of PWA construction.

Indications are, Mr. Parker stated, that at least \$1,000,000 worth of additional projects will be received at his office in the Federal building within the next two weeks. The estimates are not passed on in his office, he explained, but are merely examined for their reasonability and then mailed to PWA headquarters.

POST

Boston, Mass.

FEB 26 1935

SELL MILK AT 8 CENTS PER QUART

Price War Brings Cut in Retail Cost in South Boston

The price of family milk in South Boston stores was reported driven down to 8 cents a quart yesterday, in the new milk war, while throughout Greater Boston chain stores dropped the price from 12 to 11 cents a quart, after they found that one of the big grocery systems was selling at the old price of 11 cents and might continue to refuse to raise the price until the State milk control board fixed the retail price by written dictum.

Continued on Page 10—Seventh Col.

Recreation Henry A. Wallace, effective Sunday.

He would not reveal, however, whether the company will absorb the increase itself or will pass it along to the consumers. The decision is expected to have a widespread affect not only upon the price but upon the industry as a whole.

All Depends on Store Price

Dealers have long asserted that they need a larger spread of profit and they maintain that they require a half cent increase as much as do the farmers. Mr. Adams replied that his company does not need the half cent increase authorized by the control board.

Yesterday's situation is expected to continue until the store price is settled. If it remains at 11 cents, a general breakdown of the market prices is predicted by dealer interests, with a break in the prices paid to farmers.

Greater Boston dealers assert that they cannot pay the gross farm price of 7½ cents a quart unless their retail prices are 12 cents in the stores and 13 cents off the wagons.

Necessity of meeting a store price at less than 12 cents will force them to cut the farm price to seven cents or even six and one-half cents, it was asserted last night by a spokesman for a large dealer.

Statement by Administrator

This, it was evident, would lead to a show-down with the AAA, which abandoned attempts last year to fix resale prices, but which, by licensing the dealers in the Greater Boston market, undertakes to protect the farm prices it has established.

Joseph C. Cort, State milk administrator, issued a statement last night, saying:

"The position of the State Control Board in the matter of stabilizing the Boston market to guarantee the price to Massachusetts farmers as set by the federal license of the AAA has not changed in the past 24 hours."

To Decide for Rest of State

"The board is still moving ahead to bring about stabilization in this area and the board does not believe that it is possible for the overwhelming majority of the industry to pay the farmer price at a resale price less than that set up by the advisory committee of the industry and recognized by the board."

Yesterday the State board had a long session with milk dealers and producers on the subject of increased milk and cream prices in other Massachusetts markets. The board's decision is expected Friday.

City Council Investigation

A committee of five members was appointed by the City Council yesterday to determine the legality of the one-cent increase in the price of milk. The committee includes Councillor Robert Gardiner Wilson, Jr., of Dorchester, Clement A. Norton of Hyde Park, Joseph McGrath of Dorchester, John E. Kerrigan of South Boston and John J. Doherty of Roxbury. An order, introduced by Councillor Norton and calling for an investigation of the increase in milk prices, was passed yesterday afternoon by the council.

The committee will investigate the retail selling prices and methods of distributing milk in Boston, and will attempt to determine the effect of the prices and methods upon the health and welfare of the people.

It was also authorized "to investigate the circumstances surrounding the order of the State Board increasing the price of milk."

In the same order Mayor Mansfield was requested to lodge an official complaint with Governor Curley "against the illegal action of the State Milk Control Board."

Mayor Mansfield was also instructed to file in the Legislature a bill requesting an investigation of the State Milk Control Board "and the circumstances surrounding the illegal action of the board in fixing milk prices in violation of the law."

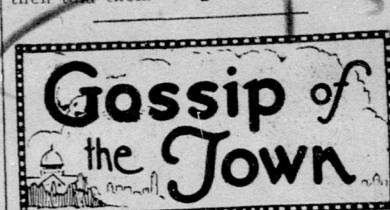
Councillor Norton in his order stated that the Milk Control Board, according to the law, cannot establish a new minimum price for milk without first holding a public hearing.

POST

Boston, Mass.

FEB 26 1935

lunches in London and for the...
The boys said Hamilton stole a car in Fort Worth, forced his prisoners to accompany them a few miles west and then told them "to go home."



A SUBTLE HINT: The case, involving a great fortune, had reached its climax with the relentless cross-examination of the key-witness in the Middlesex court.

Attorney John Michael Russell had maneuvered the man in the stand out of a vast welter of unrelated facts into a very specific corner. He had come to the revealing and the compelling question and he wanted only a "yes" or "no" answer.

It was a very bad place for the witness because no matter which way he answered, "yes" or "no" he and the case he represented was licked. Perspiring, nervous, fidgety, he looked helplessly toward the lawyer for his side, one of the shrewdest trial lawyers in America. What the witness didn't know was that he didn't have to answer it yes or no and that he had one way out. But his lawyer knew.

The latter rose slowly, solemnly and addressed the judge:

"Your honor," he pleaded quite as if his statement was meant for the ears of the court only, "your honor, the witness may answer: 'I don't know,' may he not?" And so the witness answered.

THESE, THOSE, THEM: "Been away Governor?" "Yes," Former-Governor Channing H. Cox let us know, "to the West Indies with Mrs. Cox, just got back." "Business trip?" "Well, that sounds good—but," in a confidential tone, "it was pleasure." . . . Paul Curley doesn't call City Hall that—to him it's "School street." . . . Newest thing in church collections are the gentlemen who, in lieu of dropping something into the plate, show their welfare cards to explain why they can't. . . . The sailors from the U. S. S. Idaho—to our everlasting astonishment—avoid the hard liquors, and, honest to goodness, sip wine . . . The trouble with most of the stories he gathered when he was City Censor, Stanley White tells us, is that they're really not publishable. . . . Maybe we're all wrong about being surprised over the fact that the introductory oratory Governor James M. Curley employed to engage the attention of the Ancient and Honorables in noisy Faneuil Hall the other day was about Boston art, and the Gardner palace—and it worked so that you could hear a pin drop.

THE WRONG HAT: Maybe it was symbolic. Anyhow Ex-Police Commissioner Joseph J. Leonard laughed heartily over the episode himself.

"Why Commissioner," a friend stopped him on the street, "that hat!"

"What's the matter with it?" And the commissioner-for-the-week-end reached for the top of his head.

The fedora he was wearing was about three full sizes too small for him and gave him a kind of vaudeville comedian look.

"I guess," he remarked very philosophically, "my Commissioner's hat doesn't fit."

In his worry over the job he was being pushed out of before he even got fully into it, he had, it seems, taken the wrong hat from a restaurant hook. The last his friend saw was a very much annoyed police commissioner rushing back to a restaurant to retrieve the hat that really fit him.

AMATEUR FORECASTERS: Among Boston Common's minor virtues is the obelisk on which the U. S. Weather Bureau has its daily assortment of charts and graphs from which the average citizen may figure for himself the trend of the weather. For those who don't understand the waving lines and dots and areas, the weather bureau furnishes an "explanation."

After reading it most amateurs want an explanation of the explanation.

TRAVELER

Boston, Mass.

FEB 26 1935

Mayor Warns Race Men Against Dog Tracks Here

Dog racing got kicked around some more this afternoon when Mayor Mansfield instructed Corporation Counsel Henry E. Foley to warn all holders of dog track licenses that any attempt to build a track in Boston would be opposed by the city.

The mayor threatened to invoke the "blue laws" of 1856 which forbid establishment of a track without consent of the city officials, and warned that he would "resort to this and every other legitimate means" to prevent establishment of dog tracks in Boston.

"In all fairness, the holders of licenses should be warned before attempting to build tracks," the mayor said.

Opposition to dog racing continued to roll up in Cambridge and other districts.

Despite this, preparations got under

way to attempt to stage the sport in Boston, with representatives of the Boston Garden meeting with the racing commission shortly after noon regarding their application for a permit.

The Garden proposes to conduct racing on an eighth of a mile track and use the pari-mutuel system of betting.

No decision has been made public on whether the Garden will be granted a license.

With definite indications that Gen. Charles H. Cole would step out as chairman of the state racing commission, Cambridge's protest against dog racing spread through members of the clergy as ministers of the Central square district today pledged the city council support in its fight against the greyhounds.

In a letter to the council which will be read at its meeting tonight the ministers branded dog racing a "gambling

(Continued on Page Three)

Dr. Stephen Duggan, director of the Institute of International Education, who will give a public lecture on "The Present Situation in Europe," in Goddard hall auditorium, on the Tufts College campus, at 8 this evening.

tion of Gen. Cole had not been received at the Governor's office.

Representative Charles T. Cavanaugh of Cambridge wrote the Governor urging that the racing commission be compelled to reconsider its decision in the granting of the license. Cavanaugh also said Cambridge was not a proper site for the track.

committee, of which I am chairman, notified the commission that the members were ready to indorse and support the efforts of an citizens who wish to improve and maintain a high standard of life in our city, and who stand for decent standards of life and conduct.

"In line with the express policy of this committee, I wish to commend most warmly the action of your honorable body last Tuesday evening, in protesting against the opening of a gambling business in the form of dog racing. Other members of this committee will also rite you. We stand ready to ask in a special appeal to the citizens, to disapprove of this gambling venture. The city will be a better city without the opening of any such business, which will impoverish many and will enrich only a few, and that not permanently, for ill gotten gains do not last.

"Will it not be possible to secure some action from the Legislature which will help us to keep this evil out of our city? Your body is the very best organization to ask for relief, and if a hearing is given, you will have plenty of support from members of the Cambridge clergy.

Respectfully and heartily yours,
WILLIAM M. MACNAIR.

Cole's resignation was expected in protest against Gov. Curley's interference with the activities of the commission, which was recently directed to turn over to the executive department the filling of all jobs under its jurisdiction. Gen. Cole cleaned his desk of all his personal papers, remarking, "you can draw your own conclusions."

Residents of the Alewife brook parkway section of Cambridge, site of the proposed track, today threatened to seek an injunction preventing the construction of a racing plant on the grounds that it would constitute a public nuisance.

Meanwhile, despite the widespread opposition to greyhound racing, preparations got under way to conduct the sport in this state. In Lexington, 22 dogs, owned by a group of socially prominent Bostonians, are quartered in a kennel near the public playground, under the care of Fred S. Swan of Dorchester. Those who own hounds intend to place them in these kennels, have them trained, conduct amateur races, and then ship their dogs to various tracks for professional racing. None may have a dog there, except a member, and the number of dogs is expected to total 60. Swan, a Williams College man who has trained greyhounds since he was graduated in 1922, is now in New Hampshire to bring back a dozen dogs of his own.

Associated with him in the Lexington kennel project is Mrs. H. P. Doane of Commonwealth avenue, Boston.

Swan scoffed at the idea that there was any cruelty in the method of training the dogs, or that they were "starved." He declared they received good food, were well groomed, and exercised daily.

One of the features of the kennels is a three-legged female greyhound which has just given birth to a litter which Swan expects to become "good racers." The mother's leg was lost in an automobile accident.

Three more letters of protest against dog racing were received by the council later in the day. Mabelle M. Groves and Elizabeth Tilton, representing the Women's Public Safety Committee, the Rev. Andrew Allen Graham, of the United Presbyterian Church, and the Rev. Stanley H. Addison, of Pilgrim Congregational pledging support in the fight against the dogs.

Another bill to curb dog racing was filed in the House today by Representative Eugene H. Giroux of Somerville. It contains an emergency preamble which would make it law immediately on passage and provides that no dog license be issued until after an advertised public hearing. A hearing on revocation of license could be held if the mayor, the selectmen and 25 voters seek it.

It also became known at the State House this afternoon that the resigna-

TRAVELER

Boston, Mass.

FEB 26 1935

CURLEY ASKS UNITED FRONT

Calls on N. E. Congressmen To Support Expenditure Of \$230,000,000

WASHINGTON, Feb. 25 — United action by the New England congressional delegation for a \$200,000,000 program of federal improvements was asked today by Gov. Curley of Massachusetts at a conference with north eastern senators and representatives.

The program as outlined, called for:

1—Expenditure of \$100,000,000 of federal funds for Merrimack valley Connecticut valley developments.

2—Expenditure of \$100,000,000 grade crossing elimination in the New England states.

3—Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of super commerce carriers, to operate on a four day sailing from Boston.

With virtually the entire New England congressional delegation present Gov. Curley outlined the Connecticut and Merrimack valley projects, which he said would involve improvement covering sanitation, sewerage, water supply, reforestation, flood control and soil erosion.

GOVERNORS SEE ICKES

Prior to the conference, Governor Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Secretary Ickes, public works administrator, on the projects.

Secretary Ickes told them that PWA funds were exhausted and that no more allotments could be made unless Congress appropriated money.

"PWA cannot even accept applications until Congress appropriates a work relief fund," Mr. Ickes said.

Bridges said recommendations by Curley and himself, in connection with the Merrimack valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the Governors said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines.

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven & Hartford Railroad that are selling in the open market for about one-third of their par value.

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

BREWSTER SEES THREAT

After the meeting today, Representative Brewster (Rep., Me.), said the problem at present "is to make the President New England conscious." He added:

As one of the New England Governors responsible for the creation of the New England council, it is a matter of gratification to see New England recognizing its community of interest.

New England surely shares the concern expressed by Gov. Curley at the sectional discrimination against New England in existing codes and all its delegation in Congress will join most earnestly in representations to the President to exercise his authority to end this discrimination. He alone has this power placed in him by Congress.

The Japanese threat to the textile industries must also be met now by executive action under the authority placed with the President to protect American industry against unfair competition from foreign countries operating outside the codes.

BILL IN COMMITTEE

The state Senate suspended rules yesterday to refer to the legislative committee on state administration a bill to establish a board to be known as the Merrimack valley authority, to act in co-operation with New Hampshire on the proposed \$40,000,000 valley development.

The measure was filed on behalf of Gov. Curley by Senators James P. McEhan of Lawrence, William F. McCarty of Lowell and Charles A. P. McAree of Haverhill. A similar bill will be presented to the New Hampshire Legislature today.

The bill does not specify the number of board members, but says they "shall be appointed by the Governor for such terms as he may see fit, and at such salary as may be established by him."

Under the terms of the bill, the Merrimack valley authority would be established for the purpose of administering such grants as may be made by the federal government and "for the payment of the expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the improvement of sanitation, for the abate of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation and for such other improvements as may be reasonably necessary for the health, welfare and safety of the inhabitants."

POST
Boston, Mass.
FEB 26 1935

HUGE SUM IS SOUGHT BY CURLEY

\$230,000,000 Needed for Valley Projects, Boston Harbor

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$230,000,000 programme of federal improvements was asked today by Governor Curley of Massachusetts at a conference with Northeastern Senators and Representatives.

The programme as outlined called for:

\$230,000,000 ASKED FOR

1. Expenditure of \$100,000,000 of federal funds for Merrimack Valley and Connecticut Valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England States.
3. Expenditure of \$30,000,000 for development of Boston Harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England Congressional delegation present, Governor Curley outlined the Connecticut and Merrimack Valley projects, which, he said, would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Governors Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Public Works Administrator Ickes on the projects, and said afterward they believed the proposal had been well received.

Plans for Grade Crossings

Bridges said recommendations by Curley and himself, in connection with the Merrimack Valley project, probably would be sent to the New Hampshire and Massachusetts Legislatures this week.

The entire work, the Governors said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six States about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven and Hartford Railroad that are selling in the open market for about one-third of their par value."

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

MERRIMACK BILL FILED

Establishes State Board to Carry Out Such Projects as May be Authorized for Improving Its River Valley.

Moving swiftly to co-operate in the proposed \$40,000,000 development of the Merrimack Valley, the State Senate yesterday suspended its rules and referred to its committee on State administration for public hearing a bill which would create a State board to accept funds from the PWA to administer the project.

The bill was filed by Senators James P. Meehan of Lawrence, William F. McCarty of Lowell and Charles A. P. McAree of Haverhill, whose home communities would benefit by the proposed project. Pending further information from Washington details as to membership of the proposed board as well as salaries were omitted from the bill.

The bill says: "There is hereby established a board to be known as the Merrimack Valley Authority, to act in co-operation with the authorities of the State of New Hampshire, for the purpose of administering such grants as may hereafter be made by the federal government, for the payment of the entire expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the improvement of sanitation, for the abatement of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation, and for such other improvements as may be determined as reasonably necessary and proper for the health, welfare and safety of the inhabitants of the watershed of the Merrimack River."

Similar legislation is being urged before the New Hampshire Legislature by Governor Bridges, who has been co-operating with Governor Curley in the drive to obtain this improvement from the proposed PWA programme without any expense to either State.

BAY STATE PROJECTS CALL FOR \$255,000,000

State PWA Engineer Theodore B. Parker announced yesterday that his office has forwarded to Washington 1200 estimates on projects calling for expenditures of \$255,000,000.

Mr. Parker said that these estimates were not completed projects but were merely suggestions as to what Massachusetts cities, towns and federal and State departments would like to do this year in the way of PWA construction.

Indications are, Mr. Parker stated, that at least \$1,000,000 worth of additional projects will be received at his office in the Federal building within the next two weeks. The estimates are not passed on in his office, he explained, but are merely examined for their reasonability and then mailed to PWA headquarters.

reschedule. The show will be repeated tonight and tomorrow night.

SELL MILK AT 8 CENTS IN SOUTH BOSTON

Continued From First Page

Large milk companies yesterday ordered drivers to cut milk prices from 13 to 12 cents a quart, effective at noon.

Charles F. Adams for the First National stores is expected to give an indication of coming milk prices when he announces today what prices his organization is going to maintain. Wagon prices varied throughout Greater Boston yesterday, with stores remaining at the 11-cent level despite the boost to 12 cents announced by the Milk Control Board.

Distributors generally charged the control board's announced 13 cent price. Where competition from stores was keenest, however, wagon dealers were charging 12 cents, it was reported.

Mr. Adams stated that he expected to learn by today what price his stores are to be charged for milk as a result of the one-half cent increase per quart granted to the farmers by Secretary of Agriculture Henry A. Wallace, effective Sunday.

He would not reveal, however, whether the company will absorb the increase itself or will pass it along to the consumers. The decision is expected to have a widespread affect not only upon the price but upon the industry as a whole.

All Depends on Store Price

Dealers have long asserted that they need a larger spread of profit and they maintain that they require a half cent increase as much as do the farmers. Mr. Adams replied that his company does not need the half cent increase authorized by the control board.

Yesterday's situation is expected to continue until the store price is settled. If it remains at 11 cents, a general breakdown of the market prices is predicted by dealer interests, with a break in the prices paid to farmers.

Greater Boston dealers assert that they cannot pay the gross farm price of 7½ cents a quart unless their retail prices are 12 cents in the stores and 13 cents off the wagons.

Necessity of meeting a store price at less than 12 cents will force them to cut the farm price to seven cents or even six and one-half cents, it was asserted last night by a spokesman for a large dealer.

Statement by Administrator

This, it was evident, would lead to a show-down with the AAA, which abandoned attempts last year to fix resale prices, but which, by licensing the dealers in the Greater Boston market, undertakes to protect the farm prices it has established.

Joseph C. Cort, State milk administrator, issued a statement last night, saying:

"The position of the State Control Board in the matter of stabilizing the Boston market to guarantee the price to Massachusetts farmers as set by the federal license of the AAA has not changed in the past 24 hours."

To Decide for Rest of State

"The board is still moving ahead to bring about stabilization in this area and the board does not believe that it is possible for the overwhelming majority of the industry to pay the farmer price at a resale price less than that set up by the advisory committee of the industry and recognized by the board."

Yesterday the State board had a long session with milk dealers and producers on the subject of increased milk and cream prices in other Massachusetts markets. The board's decision is expected Friday.

City Council Investigation

A committee of five members was appointed by the City Council yesterday to determine the legality of the one-cent increase in the price of milk. The committee includes Councillor Robert Gardner Wilson, Jr., of Dorchester, Clement A. Norton of Hyde Park, Joseph McGrath of Dorchester, John E. Kerrigan of South Boston and John J. Doherty of Roxbury. An order, introduced by Councillor Norton and calling for an investigation of the increase in milk prices, was passed yesterday afternoon by the council.

The committee will investigate the retail selling prices and methods of distributing milk in Boston, and will attempt to determine the effect of the prices and methods upon the health and welfare of the people.

It was also authorized "to investigate the circumstances surrounding the order of the State Board increasing the price of milk."

In the same order Mayor Mansfield was requested to lodge an official complaint with Governor Curley "against the illegal action of the State Milk Control Board."

Mayor Mansfield was also instructed to file in the Legislature a bill requesting an investigation of the State Milk Control Board "and the circumstances surrounding the illegal action of the board in fixing milk prices in violation of the law."

Councillor Norton in his order stated that the Milk Control Board, according to the law, cannot establish a new minimum price for milk without first holding a public hearing.

POST
Boston, Mass.
FEB 26 1935

lunches in London and for the car. The boys said Hamilton stole a car in Fort Worth, forced his prisoners to accompany them a few miles west and then told them "to go home."

Gossip of the Town

A SUBTLE HINT: The case, involving a great fortune, had reached its climax with the relentless cross-examination of the key-witness in the Middlesex court.

Attorney John Michael Russell had maneuvered the man in the stand out of a vast welter of unrelated facts into a very specific corner. He had come to the revealing and the compelling question and he wanted only a "yes" or "no" answer.

It was a very bad place for the witness because no matter which way he answered, "yes" or "no" he and the case he represented was licked. Perspiring, nervous, fidgety, he looked helplessly toward the lawyer for his side, one of the shrewdest trial lawyers in America. What the witness didn't know was that he didn't have to answer it yes or no and that he had one way out. But his lawyer knew.

The latter rose slowly, solemnly and very meekly from his seat and addressed the judge:

"Your honor," he pleaded quite as if his statement was meant for the ears of the court only, "your honor, the witness may answer: 'I don't know,' may he not?" And so the witness answered.

THESE, THOSE, THEM: "Been away Governor?" "Yes," Former-Governor Channing H. Cox let us know, "to the West Indies with Mrs. Cox, just got back." "Business trip?" "Well, that sounds good—but," in a confidential tone, "it was pleasure." . . . Paul Curley doesn't call City Hall that—to him it's "School street." . . . Newest thing in church collections are the gentlemen who, in lieu of dropping something into the plate, show their welfare cards to explain why they can't. . . . The sailors from the U. S. S. Idaho—to our everlasting astonishment—avoid the hard liquors, and, honest to goodness, sip wine . . . The trouble with most of the stories he gathered when he was City Censor, Stanley White tells us, is that they're really not publishable. . . . Maybe we're all wrong about being surprised over the fact that the introductory oratory Governor James M. Curley employed to engage the attention of the Ancient and Honorables in noisy Faneuil Hall the other day was about Boston art, and the Gardner palace—and it worked so that you could hear a pin drop.

THE WRONG HAT: Maybe it was symbolic. Anyhow Ex-Police Commissioner Joseph J. Leonard laughed heartily over the episode himself.

"Why Commissioner," a friend stopped him on the street, "that hat!" "What's the matter with it?" And the commissioner-for-the-week-end reached for the top of his head.

The fedora he was wearing was about three full sizes too small for him and gave him a kind of vaudeville comedian look.

"I guess," he remarked very philosophically, "my Commissioner's hat doesn't fit."

In his worry over the job he was being pushed out of before he even got fully into it, he had, it seems, taken the wrong hat from a restaurant hook. The last his friend saw was a very much annoyed police commissioner rushing back to a restaurant to retrieve the hat that really fit him.

AMATEUR WEATHER FORECASTERS: Among Boston Common's minor virtues is the obelisk on which the U. S. Weather Bureau has its daily assortment of charts and graphs from which the average citizen may figure for himself the trend of the weather. For those who don't understand the waving lines and dots and areas, the weather bureau furnishes an "explanation."

After reading it most amateurs want an explanation of the explanation.

1675
36 to 42.
blouse.
Mallinson
op skirt
t and bod-
mammool
y blue
—nee

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 26 1935

CURLEY ASKS UNITED FRONT

Calls on N. E. Congressmen
To Support Expenditure
Of \$230,000,000

WASHINGTON, Feb. 25 — United action by the New England congressional delegation for a \$200,000,000 program of federal improvements was asked today by Gov. Curley of Massachusetts at a conference with northern senators and representatives.

The program as outlined, called for:
1—Expenditure of \$100,000,000 of federal funds for Merrimack valley and Connecticut valley developments.

2—Expenditure of \$100,000,000 grade crossing elimination in the New England states.

3—Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of super commerce carriers, to operate on a four day sailing from Boston.

With virtually the entire New England congressional delegation present, Gov. Curley outlined the Connecticut and Merrimack valley projects, which he said would involve improvement covering sanitation, sewerage, water supply, reforestation, flood control and soil erosion.

GOVERNORS SEE ICKES

Prior to the conference, Governor Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Secretary Ickes, public works administrator, on the projects.

Secretary Ickes told them that PWA funds were exhausted and that no more allotments could be made unless Congress appropriated money.

"PWA cannot even accept applications until Congress appropriates a work relief fund," Mr. Ickes said.

Bridges said recommendations by Curley and himself, in connection with the Merrimack valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the Governors said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven & Hartford Railroad that are selling in the open market for about one-third of their par value."

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

BREWSTER SEES THREAT

After the meeting today, Representative Brewster (Rep., Me.), said the problem at present "is to make the President New England conscious." He added:

As one of the New England Governors responsible for the creation of the New England council, it is a matter of gratification to see New England recognizing its community of interest.

New England surely shares the concern expressed by Gov. Curley at the sectional discrimination against New England in existing codes and all its delegation in Congress will join most earnestly in representations to the President to exercise his authority to end this discrimination. He alone has this power placed in him by Congress.

The Japanese threat to the textile industries must also be met now by executive action under the authority placed with the President to protect American industry against unfair competition from foreign countries operating outside the codes.

BILL IN COMMITTEE

The state Senate suspended rules yesterday to refer to the legislative committee on state administration a bill to establish a board to be known as the Merrimack valley authority, to act in co-operation with New Hampshire on the proposed \$40,000,000 valley development.

The measure was filed on behalf of Gov. Curley by Senators James P. Meehan of Lawrence, William F. McCarty of Lowell and Charles A. P. McAree of Haverhill. A similar bill will be presented to the New Hampshire Legislature today.

The bill does not specify the number of board members, but says they "shall be appointed by the Governor for such terms as he may see fit, and at such salary as may be established by him."

Under the terms of the bill, the Merrimack valley authority would be established for the purpose of administering such grants as may be made by the federal government and "for the payment of the expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the improvement of sanitation, for the abate of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation and for such other improvements as may be reasonably necessary for the health, welfare and safety of the inhabitants."

May Invoke "Blue Laws" Against Building by License Holders

(Continued from First Page)

business" which would impoverish many, and which was detrimental to the city.

The ministers, represented by the Rev. William M. Macnair of Prospect Congregational Church, who sent the letter, informed the council they were ready to ask all members of the Cambridge clergy to unite in an appeal to the citizens to "disapprove of this gambling venture."

This letter follows:

"Sometime ago the ministers of the Central square district of Cambridge appointed a committee on civic affairs. In a letter to the license commission, this committee, of which I am chairman, notified the commission that the members were ready to indorse and support the efforts of an citizens who wish to improve and maintain a high standard of life in our city, and who stand for decent standards of life and conduct."

"In line with the express policy of this committee, I wish to commend most warmly the action of your honorable body last Tuesday evening, in protesting against the opening of a gambling business in the form of dog racing. Other members of this committee will also write you. We stand ready to ask in a special appeal to the citizens, to disapprove of this gambling venture. The city will be a better city without the opening of any such business, which will impoverish many and will enrich only a few, and that not permanently, for ill gotten gains do not last."

"Will it not be possible to secure some action from the Legislature which will help us to keep this evil out of our city? Your body is the very best organization to ask for relief, and if a hearing is given, you will have plenty of support from members of the Cambridge clergy."

Respectfully and heartily yours,

WILLIAM M. MACNAIR.

Cole's resignation was expected in protest against Gov. Curley's interference with the activities of the commission, which was recently directed to turn over to the executive department the filling of all jobs under its jurisdiction. Gen. Cole cleaned his desk of all his personal papers, remarking, "you can draw your own conclusions."

Residents of the Alewife brook parkway section of Cambridge, site of the proposed track, today threatened to seek an injunction preventing the construction of a racing plant on the grounds that it would constitute a public nuisance.

Meanwhile, despite the widespread opposition to greyhound racing, preparations got under way to conduct the sport in this state. In Lexington, 22 dogs, owned by a group of socially prominent Bostonians, are quartered in a kennel near the public playground, under the care of Fred S. Swan of Dorchester. Those who own hounds intend to place them in these kennels, have them trained, conduct amateur races, and then ship their dogs to various tracks for professional racing. None may have a dog there, except a member, and the number of dogs is expected to total 60. Swan, a Williams College man who has trained greyhounds since he was graduated in 1922, is now in New Hampshire to bring back a dozen dogs of his own.

Associated with him in the Lexington kennel project is Mrs. H. P. Deane of Commonwealth avenue, Boston.

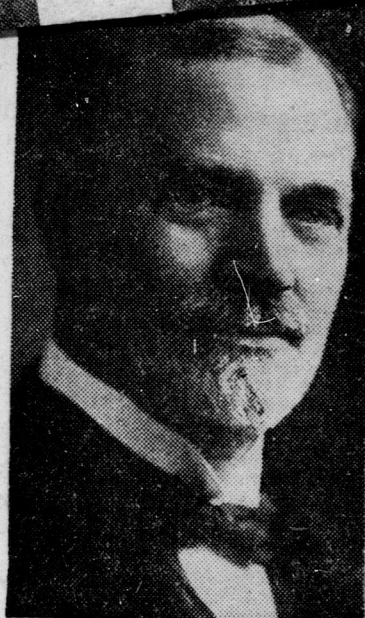
Swan scoffed at the idea that there was any cruelty in the method of training the dogs, or that they were "starved." He declared they received good food, were well groomed, and exercised daily.

One of the features of the kennels is a three-legged female greyhound which has just given birth to a litter which Swan expects to become "good racers." The mother's leg was lost in an automobile accident.

Three more letters of protest against dog racing were received by the council later in the day. Mabelle M. Groves and Elizabeth Tilton, representing the Women's Public Safety Committee, the Rev. Andrew Allen Graham, of the United Presbyterian Church and the Rev. Stanley H. Addison, of Pilgrim Congregational pledging support in the fight against the dogs.

Another bill to curb dog racing was filed in the House today by Representative Eugene H. Giroux of Somerville. It contains an emergency preamble which would make it law immediately on passage and provides that no dog license be issued until after an advertised public hearing. A hearing on revocation of license could be held if the mayor, the selectmen and 25 voters seek it.

It also became known at the State House this afternoon that the resigna-



Dr. Stephen Duggan, director of the Institute of International Education, who will give a public lecture on "The Present Situation in Europe," in Goddard hall auditorium, on the Tufts College campus, at 8 this evening.

tion of Gen. Cole had not been received at the Governor's office.

Representative Charles T. Cavanaugh of Cambridge wrote the Governor urging that the racing commission be compelled to reconsider its decision in the granting of the license. Cavanaugh also said Cambridge was not a proper site for the track.

TRAVELER
Boston, Mass.
FEB 26 1935

FanHurst Speaker at Dinner of Emergency Campaign

Symphony Hall Crowded with Socialites for Big Event

By PAULINE WARREN

THE ZERO HOUR DINNER given by the Emergency Campaign of 1935 at Symphony hall last evening had all the color of a carnival, but it never lost sight of its serious intentions. With only five days to go, and \$1,200,000 still to be raised, the campaign people have a stiff task ahead of them, and this final flourish was planned to spur them on. It turned out to be pretty exciting, if a little bewildering, with its wealth of diversified entertainment and sober talk.

Miss Fannie Hurst, the noted writer, was the star attraction, of course, but her speech was reserved till the last, not taking place until long after coffee, in white mugs, and the ice cream bricks had been served. With the thick creamy New England clam chowder served by a small army of Boy and Girl Scouts who performed their task with admirable skill and praiseworthy diligence came a short revue which proved very enjoyable to the thousands present, but which must have startled the stage of Symphony hall, if that venerable place has any sentience whatever. For on its boards which ordinarily echo the music of a great respected symphony orchestra, and some of the world's greatest performers, appeared a small group of chiffon-clad chorus girls who sang and danced with light-hearted glee to syncopated jazz. All of them were members of Lou Walters's Cascades Revue and a young lady by the name of Flo Nicholson acted as mistress of ceremonies and sang several songs definitely of the torch variety.

By the time the diners had reached the stew-and-mashed potatoes course, the stage was occupied by a trio on roller skates who threw each other about with a careless disregard for the laws of gravity that made one a little apprehensive for the many guests-of-honor seated at the head table on a raised dais just below the stage. Mr. John Wells Farley, who headed the campaign last year, opened the "show" as toastmaster, with a brief speech and was followed by Miss Nancy Nelson who sang "Blue Moon" and "June in January."

Mr. Oscar W. Haussermann gave the key speech, pleading the case of the campaign with his usual eloquence. He was followed by Miss

Ruth Posselt, the young and beautiful blonde violinist, who is to have the honor of playing with Dr. Koussevitzky's orchestra next month. She first played a Spanish song and then launched into a spirited rendering of the Dance of the Goblins. She almost "stole" the show, as the audience simply would not let her get off the platform and recalled her again and again. After that Mr. Farley introduced Miss Hurst and that wily lady won her hearers over at once by telling them amusing anecdotes which led into her dramatic exhortation for all to make the campaign a success.

Vividly she painted a word picture of the slow and tragic disintegration which inevitably takes place in any community bereft of employment, and the subsequent danger to the very life and soul of America. It was a dramatic speech and she made a dramatic appearance in her severe black velvet gown, chalk-white hat and unusual gloves of black edged with white ostrich feathers.

Many a noted Bostonian was among the hundreds present and only a very few were in evening clothes as dinner was served army style and at 6:30. At the head table were (besides Miss Hurst, Mr. Haussermann and Mr. Farley) Mrs. Philip Dalton, one of the most popular ladies on the campaign committee, who wore dark blue with a red scarf; Mrs. John Gorham Palfrey in gray with a white collar. Miss Gertrude Peabody, Mrs. Harvey Bundy in black with white, Miss Sylvia Richmond in brown with beige, Miss Margaret Curtis in purple, Mr. Charlesworth K. Neilson, Mr. Jacques Danielson, the Governor's representative, Capt. Ralph B. Lovett, Mr. William Amory Parker, Mr. Paul C. Cabot.

INTERESTED IN VINCENT VENTURES



Mrs. Edward Hamlin, Jr. (Rose Bryant), will sing in two numbers in the forthcoming "Vincent Ventures of 1935," one of them being the Magnolia number. She and her husband, Dr. Hamlin, are living in Milton this winter with Mr. and Mrs. Lincoln Bryant, parents of Mrs. Hamlin. Standing just behind her is Miss Polly Winslow, daughter of Dr. and Mrs. Frederick Winslow of Clarendon street, who will be one of the ushers when the show is produced on Thursday, Friday and Saturday, March 14, 15 and 16, at the Wilbur Theatre.

Mr. Dennis A. Dooley and Lt. Comdr. J. J. Toomey.

Seated at a long table, just below the speakers' table, was charming Mrs. George Saltonstall West who looked ever so pretty in black with a white frill and a tiny hat, with a large group of guests which included Mrs. Ronald T. Lyman in black, Mrs. George Putnam in red, Mrs. William Dexter in gray and red, Mrs. George Parkman Denny in black, Mrs. Charles Pelham Curtis, Jr., and Mrs. George Peabody Gardner, Jr., both in black; Mrs. Chatfield Whitman in gray with diagonal blue stripes and the latter's pretty daughter, Miss Nancy Whitman, who wore a brown poke-bonnet with a small cream colored bow at the back. Mrs. Christian A. Herter, looking very attractive in a printed gown, was also in Mrs. West's party. She gave a reception after the dinner for Miss Hurst which was attended by a great many notables.

Another party of importance was at the very next table. Seated there were charming Mrs. Charles Edward Bacon, who wore a black chiffon gown that had stunning ruby clips at the shoulders, Mrs. J. Gardner Bradley, Mr. and Mrs. Thomas Clafin, Mrs. Hans Zinsser, (have you read Dr. Zinsser's book yet?—it's causing quite a furore among the book critics), Mrs. Alexander Steinert and her daughter, Mrs. Samuel Newman, Mrs. Roger Warner in an oxford suit with a sable scarf, and her daughter, Miss Rachael Warner.

Still another group were Mrs. Francis G. Barnum, who gave a party at the Barclay for Miss Hurst preceding the dinner; Mrs. W. Emerson Barrett, in turquoise and a mink coat; Miss Elizabeth Leland in green, Mr. and Mrs. Edward Taft, Mrs. Harry Hayward in hunter's green, Mr. and Mrs. Robert M. Prouty and Mrs. Endicott Saltonstall.

Others we glimpsed in that vast gathering were Miss Sylvia Warren, wearing a short brown fur jacket over her smart green woolen frock; Miss Alice Thorndike, Mr. and Mrs. Douglas Mercer, Mrs. William Brace Pratt, who had as guests Mr. and

Mrs. Philip Sherwood (brother of the successful playwright, Mr. Robert Sherwood, whose latest hit, "The Petrified Forest," is still booming on Broadway), Mrs. Winthrop S. Jameson, Mrs. C. R. C. Borden and Mrs. Edward Warren.

Still others present were Mr. and Mrs. George Lee, Miss Cornelia Bowditch, Miss Margaret Cummings, Mrs. William H. Brown, Mr. Arthur S. Johnson, Mr. Russell Fessenden, Miss Alice P. Tapley, Mrs. Channing C. Simmons, Mrs. Alexander Forbes, Mrs. Robert W. Sayles, Mr. William R. Brown, Dr. B. M. Selekman, Mr. Martin N. Adams, Rev. Robert P. Barry, Mr. and Mrs. T. Grafton Abbott, Mr. Roy M. Cushman, Mrs. Hyman Freiman, Mr. Stephen Drew, Mr. Harmon A. Harris, Mrs. Richard Dewey Mann and Mrs. Alvan T. Fuller.

RECORD
Boston, Mass.
FEB 26 1935

CITY COUNCIL JOINS IN WAR ON DOG RACES

As a result of the ever-mounting wave of protests against dog tracks in Cambridge, South Boston, Methuen and Brighton, which engulfed the State Racing Commission in a flood of criticism, events followed each other in rapid succession yesterday.

From a number of different fronts drives were started to block construction of tracks, and one move was made to bring about the abolition of dog racing entirely in Massachusetts.

Following are yesterday's developments:

1—Boston City Council passed an order authorizing legal action to prevent use of South Boston land for a dog track.

2—Bill filed in the Legislature to repeal so much of the racing law as pertains to dogs.

3—Executive Councillor Frank A. Brooks to ask fellow Councilors to demand a public hearing on the proposed Cambridge track.

4—Cambridge building superintendent to refuse building permits for track until after conference with Mayor Russell and City Solicitor Twomey.

5—Possibility seen that license for Cambridge track may be shifted to Boston Garden.

6—Chairman Cole of racing commission, answering attack by Rev. Francis V. Murphy, said Cambridge license granted with full knowledge and approval of Gov. Curley.

Later the head of the racing commission who pointed out that he had only one vote notified Acting Mayor John W. Lyons of Cambridge that no hearing would be granted protestants of that city.



Gen. Cole



Gov. Curley

He also explained again that under the law the commission is not required to grant hearings.

Interviewed at his office, Gen.

Continued on Page 8

ter of Cambridge objections to a dog track before the Executive Council, at its next meeting on Wednesday, was made to Representative Ralph N. Hamilton of Cambridge. Councillor Brooks said it is his opinion the Executive Council has the authority under the racing law to compel the Racing Commission to grant a hearing.

After receiving the refusal of the commission to grant a hearing, Acting Mayor Lyons of Cambridge stated the only course open was to refuse to grant a building permit to the dog track operators. He said he had asked Building Superintendent John J. Terry to notify him as soon as an application is made. Terry said he will not issue a permit until he has conferred with Mayor Richard M. Russell, now a Congressman, and with City Solicitor Edmund L. Twomey.

CAMBRIDGE PROTEST

At the same time Mrs. Leslie Hopkinson, niece of the late Charles W. Elliot, president of Harvard, at a luncheon meeting of the Cambridge League of Women Voters, moved that a protest against the proposed dog track be placed before the executive committee. The motion was unanimously carried, and marked the first active participation in the league of the move to block the track.

The executive committee has full power to act for the 1200 Cam-



Lucretia Wilder, 23, University of Minnesota co-ed, who suffered a fatal infection when a rabbit, being used for experimental purposes, broke loose, scratched her arm and brought contamination from which she died.

bridge and Belmont women who comprise the league membership.

On Sunday Rev. Dr. Murphy, pastor of St. Peter's Church, Cambridge, in sermons and in a letter to the governor, had said the track had been licensed in a "stealthy and undemocratic manner." He also stated in his letter "Most of us feel that Mr. Cole resents the fact that Cambridge preferred Mr. Curley to Mr. Cole for Governor."

GEN. COLE REPLIES

In his answer Gen. Cole said: "In view of the character of the charges made against me yesterday by Dr. Murphy I am obliged to make use of the one answer which will entirely refute this personal attack. I am one of the three Racing Commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission, and furthermore this license was granted with the full knowledge and approval of Governor Curley."

The governor was in Washington yesterday and could not be reached for comment. When the racing commission head was asked if the governor's knowledge and approval accompanied the other dog track permits, he refused to answer.

In the meantime legal experts on both sides were studying the wording of the racing law to determine its legal interpretation. To date there has been much uncertainty as to just how the law should be interpreted.

Advertisement

RECORD
Boston, Mass.
FEB 26 1935

ASKS \$

Pleads for River and R. R. Plans at Capital

Washington, Feb. 25—Gov. James M. Curley of Massachusetts today pressed advocacy of Merrimac and Connecticut river projects on



Gov. Bridges

the governors of Maine and New Hampshire and the New England congressional delegation here. The governor estimated the two projects would cost approximately \$100,000,000.

He also suggested the conference consider the advisability of requesting Federal approval for a New England grade crossing elimination program which would run to about \$135,000,000 in cost.

Gov. Curley declared that Gov. H. Stiles Bridges of New Hampshire is co-operating in the Merrimac Valley proposal and that they will discuss the project with PWA officials.

This project would affect the cities of Lowell, Lawrence, Haverhill, Newburyport and Amesbury in Massachusetts.

The Connecticut Valley development will affect five of the six New England states.

\$40,000,000 Plan Filed in State Senate

While Gov. Curley was pressing approval of the Merrimac and Connecticut river projects in Washington yesterday, a bill was filed in the Senate providing for the establishment of the Merrimac Valley Authority to act in co-operation with New Hampshire on the proposed \$40,000,000 development.

The bill, filed on behalf of the Governor by Sens. Meehan of Lawrence, McAree of Haverhill and McCarty of Lowell, was referred to the legislative committee on state administration.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 26 1935

FanHurst Speaker at Dinner of Emergency Campaign

Symphony Hall Crowded with Socialites for Big Event

By PAULINE WARREN

THE ZERO HOUR DINNER given by the Emergency Campaign of 1935 at Symphony hall last evening had all the color of a carnival, but it never lost sight of its serious intentions. With only five days to go, and \$1,200,000 still to be raised, the campaign people have a stiff task ahead of them, and this final flourish was planned to spur them on. It turned out to be pretty exciting, if a little bewildering, with its wealth of diversified entertainment and sober talk.

Miss Fannie Hurst, the noted writer, was the star attraction, of course, but her speech was reserved till the last, not taking place until long after coffee, in white mugs, and the ice cream bricks had been served. With the thick creamy New England clam chowder served by a small army of Boy and Girl Scouts who performed their task with admirable skill and praiseworthy diligence came a short revue which proved very enjoyable to the thousands present, but which must have startled the stage of Symphony hall, if that venerable place has any sentience whatever. For on its boards which ordinarily echo the music of a great respected symphony orchestra, and some of the world's greatest performers, appeared a small group of chiffon-clad chorus girls who sang and danced with light-hearted glee to syncopated jazz. All of them were members of Lou Walters's Cascades Revue and a young lady by the name of Flo Nicholson acted as mistress of ceremonies and sang several songs definitely of the torch variety.

By the time the diners had reached the stew-and-mashed potatoes course, the stage was occupied by a trio on roller skates who threw each other about with a careless disregard for the laws of gravity that made one a little apprehensive for the many guests-of-honor seated at the head table on a raised dais just below the stage. Mr. John Wells Farley, who headed the campaign last year, opened the "show" as toastmaster, with a brief speech and was followed by Miss Nancy Nelson who sang "Blue Moon" and "June in January."

Mr. Oscar W. Haussermann gave the key speech, pleading the cause of the campaign with his usual eloquence. He was followed by Miss

Ruth Posselt, the young and beautiful blonde violinist, who is to have the honor of playing with Dr. Koussevitzky's orchestra next month. She first played a Spanish song and then launched into a spirited rendering of the Dance of the Goblins. She almost "stole" the show, as the audience simply would not let her get off the platform and recalled her again and again. After that Mr. Farley introduced Miss Hurst and that wily lady won her hearers over at once by telling them amusing anecdotes which led into her dramatic exhortation for all to make the campaign a success.

Vividly she painted a word picture of the slow and tragic disintegration which inevitably takes place in any community bereft of employment, and the subsequent danger to the very life and soul of America. It was a dramatic speech and she made a dramatic appearance in her severe black velvet gown, chalk-white hat and unusual gloves of black edged with white ostrich feathers.

Many a noted Bostonian was among the hundreds present and only a very few were in evening clothes as dinner was served army style and at 6:30. At the head table were (besides Miss Hurst, Mr. Haussermann and Mr. Farley) Mrs. Philip Dalton, one of the most popular ladies on the campaign committee, who wore dark blue with a red scarf; Mrs. John Gorham Palfrey in gray with a white collar, Miss Gertrude Peabody, Mrs. Harvey Bundy in black with white, Miss Sylvia Richmond in brown with beige, Miss Margaret Curtis in purple, Mr. Charlesworth K. Neilson, Mr. Jacques Danielson, the Governor's representative, Capt. Ralph B. Lovett, Mr. William Amory Parker, Mr. Paul C. Cabot,

INTERESTED IN VINCENT VENTURES



Mrs. Edward Hamlin, Jr. (Rose Bryant), will sing in two numbers in the forthcoming "Vincent Ventures of 1935," one of them being the Magnolia number. She and her husband, Dr. Hamlin, are living in Milton this winter with Mr. and Mrs. Lincoln Bryant, parents of Mrs. Hamlin. Standing just behind her is Miss Polly Winslow, daughter of Dr. and Mrs. Frederick Winslow of Clarendon street, who will be one of the ushers when the show is produced on Thursday, Friday and Saturday, March 14, 15 and 16, at the Wilbur Theatre.

Mr. Dennis A. Dooley and Lt. Comdr. J. J. Toomey.

Seated at a long table, just below the speakers' table, was charming Mrs. George Saltonstall West who looked ever so pretty in black with a white frill and a tiny hat, with a large group of guests which included Mrs. Ronald T. Lyman in black, Mrs. George Putnam in red, Mrs. William Dexter in gray and red, Mrs. George Parkman Denny in black, Mrs. Charles Pelham Curtis, Jr., and Mrs. George Peabody Gardner, Jr., both in black; Mrs. Chatfield Whitman in gray with diagonal blue stripes and the latter's pretty daughter, Miss Nancy Whitman, who wore a brown poke-bonnet with a small cream colored bow at the back. Mrs. Christian A. Herter, looking very attractive in a printed gown, was also in Mrs. West's party. She gave a reception after the dinner for Miss Hurst which was attended by a great many notables.

Another party of importance was at the very next table. Seated there were charming Mrs. Charles Edward Bacon, who wore a black chiffon gown that had stunning ruby clips at the shoulders, Mrs. J. Gardner Bradley, Mr. and Mrs. Thomas Claflin, Mrs. Hans Zinsser, (have you read Dr. Zinsser's book yet?—it's causing quite a furore among the book critics), Mrs. Alexander Steinert and her daughter, Mrs. Samuel Newman, Mrs. Roger Warner in an oxford suit with a sable scarf, and her daughter, Miss Rachael Warner.

Still another group were Mrs. Francis G. Barnum, who gave a party at the Barclay for Miss Hurst preceding the dinner; Mrs. W. Emerson Barrett, in turquoise and a mink coat; Miss Elizabeth Leland in green, Mr. and Mrs. Edward Taft, Mrs. Harry Hayward in hunter's green, Mr. and Mrs. Robert M. Prouty and Mrs. Endicott Saltonstall.

Others we glimpsed in that vast gathering were Miss Sylvia Warren, wearing a short brown fur jacket over her smart green woolen frock; Miss Alice Thorndike, Mr. and Mrs. Douglas Mercer, Mrs. William Brace Pratt, who had as guests Mr. and

Mrs. Philip Sherwood (brother of the successful playwright, Mr. Robert Sherwood, whose latest hit, "The Petrified Forest," is still booming on Broadway), Mrs. Winthrop S. Jameson, Mrs. C. R. C. Borden and Mrs. Edward Warren.

Still others present were Mr. and Mrs. George Lee, Miss Cornelia Bowditch, Miss Margaret Cummings, Mrs. William H. Brown, Mr. Arthur S. Johnson, Mr. Russell Fessenden, Miss Alice P. Tapley, Mrs. Channing C. Simmons, Mrs. Alexander Forbes, Mrs. Robert W. Sayles, Mr. William R. Brown, Dr. B. M. Selekman, Mr. Martin N. Adams, Rev. Robert P. Barry, Mr. and Mrs. T. Grafton Abbott, Mr. Roy M. Cushman, Mrs. Hyman Freiman, Mr. Stephen Drew, Mr. Harmon A. Harris, Mrs. Richard Dewey Mann and Mrs. Alvan T. Fuller.

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD

Boston, Mass.

1935
*
PRICE TWO CENTS
Entered as second class
March 3, 1919
Post Office at Boston, Mass.
No. 119

SOUTH BOSTON

COMMISSION IS SWAMPED BY PROTESTS

Continued from Page 2

Cole, palpably harassed by the criticism that has been heaped on the commission, failed to give a definite answer when asked if he intended to resign.

"When I do you will know about it," he said. Pressed for further detail, he stated: "You can draw your own conclusions."

He said that the question of hearings on protests, and notification of abutters to race track sites, was a matter for the legislature.

Gen. Cole and the other members of the commission, William Ensign and Charles Connors then went into executive session, announcing there would be no statement. It was the consensus of opinion at the State House that Gen. Cole's resignation would be handed in shortly.

TO TAKE COURT ACTION

At yesterday's session of the Boston city council, the joint order of Councillors John Kerrigan and George Donovan of South Boston was passed under suspension of the rules. This authorizes and instructs Corporation Counsel Henry Foley to apply for an injunction or take such other legal steps as may be necessary to block the proposed track in South Boston.

Councillors Kerrigan and Donovan exhorted the ancient Blue Law which requires the assent of city or town officials to the use of a tract for racing purposes, and which Mayor Mansfield has said he would invoke. Corp. Counsel Foley is expected to start work today on his new assignment.

In filing his bill to repeal the section of the racing law pertaining to dogs, Representative Gustave W. Everberg of Woburn placed dog racing in the same category as bull fighting and cock fighting.

"It is a cruel sport and should arouse every animal lover," he said.

Another provision of his bill would revoke all licenses already issued.

COUNCILLORS TO ACT

The promise of Councillor Brooks, former chairman of the Board of Pardons and Parols, to lay the matter of Cambridge objections to a dog track before the Executive Council, at its next meeting on Wednesday, was made to Representative Ralph N. Hamilton of Cambridge. Councillor Brooks said it is his opinion the Executive Council has the authority under the racing law to compel the Racing Commission to grant a hearing.

After receiving the refusal of the commission to grant a hearing, Acting Mayor Lyons of Cambridge stated the only course open was to refuse to grant a building permit to the dog track operators. He said he had asked Building Superintendent John J. Terry to notify him as soon as an application is made. Terry said he will not issue a permit until he has conferred with Mayor Richard M. Russell, now a Congressman, and with City Solicitor Edmund L. Twomey.

CAMBRIDGE PROTEST

At the same time Mrs. Leslie Hopkinson, niece of the late Charles W. Elliot, president of Harvard, at a luncheon meeting of the Cambridge League of Women Voters, moved that a protest against the proposed dog track be placed before the executive committee. The motion was unanimously carried, and marked the first active participation in the league of the move to block the track.

The executive committee has full power to act for the 1200 Cam-

Martyr to Science



Lucretia Wilder, 23, University of Minnesota co-ed, who suffered a fatal infection when a rabbit, being used for experimental purposes, broke loose, scratched her arm and brought contamination from which she died.

bridge and Belmont women who comprise the league membership.

On Sunday Rev. Dr. Murphy, pastor of St. Peter's Church, Cambridge, in sermons and in a letter to the governor, had said the track had been licensed in a "stealthy and undemocratic manner." He also stated in his letter "Most of us feel that Mr. Cole resents the fact that Cambridge preferred Mr. Curley to Mr. Cole for Governor."

GEN. COLE REPLIES

In his answer Gen. Cole said:

"In view of the character of the charges made against me yesterday by Dr. Murphy I am obliged to make use of the one answer which will entirely refute this personal attack. I am one of the three Racing Commissioners and as such have only one vote. The license for dog racing at Cambridge was granted unanimously by the Racing Commission, and furthermore this license was granted with the full knowledge and approval of Governor Curley."

The governor was in Washington yesterday and could not be reached for comment. When the racing commission heard was asked if the governor's knowledge and approval accompanied the other dog track permits, he refused to answer.

In the meantime legal experts on both sides were studying the wording of the racing law to determine its legal interpretation. To date there has been much uncertainty as to just how the law should be interpreted.

Advertisement

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD

Boston, Mass.

FEB 26 1935

ASKS \$

Pleads for River and R. R. Plans at Capital

Washington, Feb. 25—Gov. James M. Curley of Massachusetts today pressed advocacy of Merrimac and Connecticut river projects on



Gov. Bridges

the governors of Maine and New Hampshire and the New England congressional delegation here. The governor estimated the two projects would cost approximately \$100,000,000.

He also suggested the conference consider the advisability of requesting Federal approval for a New England grade crossing elimination program which would run to about \$135,000,000 in cost.

Gov. Curley declared that Gov. H. Stiles Bridges of New Hampshire is co-operating in the Merrimac Valley proposal and that they will discuss the project with PWA officials.

This project would affect the cities of Lowell, Lawrence, Haverhill, Newburyport and Amesbury in Massachusetts.

The Connecticut Valley development will affect five of the six New England states.

\$40,000,000 Plan Filed in State Senate

While Gov. Curley was pressing approval of the Merrimac and Connecticut river projects in Washington yesterday, a bill was filed in the Senate providing for the establishment of the Merrimac Valley Authority to act in co-operation with New Hampshire on the proposed \$40,000,000 development.

The bill, filed on behalf of the Governor by Sens. Meehan of Lawrence, McAree of Haverhill and McCarty of Lowell, was referred to the legislative committee on state administration.

RECORD
Boston, Mass.
FEB 26 1935

Flowers Keep Alive Memory for Governor

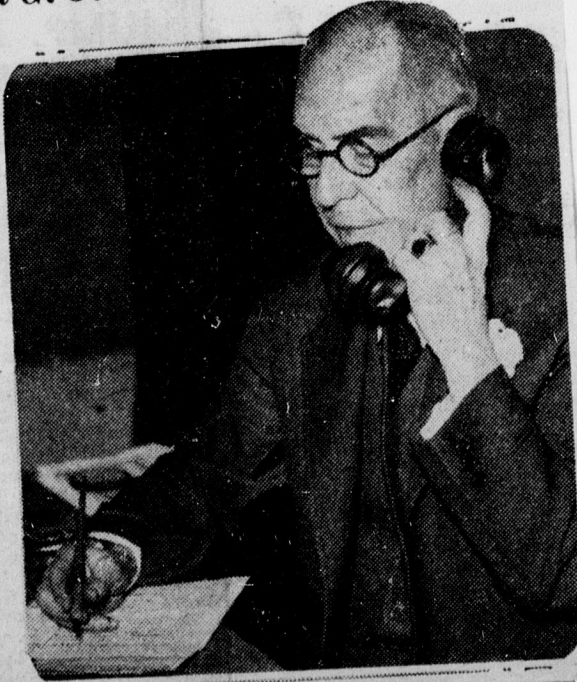


Though he is absent in Washington on official business, fresh cut flowers are placed on the desk of Gov. James M. Curley by Helen Carlin, beside the portrait of the governor's late wife. This is done daily, at the governor's request, whether he is present or not.

RECORD
Boston, Mass.
FEB 26 1935

Grand Old G. O. P. Man Acting Governor

Secretary of State
Frederic W. Cook,
personally and politically popular with both Republicans and Democrats, at his desk in his capacity of Acting Governor in the absence of Gov. Curley in Washington. He will be succeeded tomorrow by Lieut.-Gov. Joseph L. Hurley.



TRAVELER
Boston, Mass.
FEB 26 1935

Flowers Placed Daily on Mrs. Curley Photo

Fresh flowers were placed around the picture of the late Mrs. Mary Curley today, according to instructions issued by Gov. Curley before he left for Washington. Each day, whether he is in the State House or away, fresh flowers are placed around the picture which is the sole ornament of the Governor's desk. That is one rule which is steadily adhered to by attaches of the executive office.

2 Park Square
BOSTON MASS.

RECORD
Boston, Mass.
FEB 26 1935

CURLEY ASKS 235-MILLION

Washington, Feb. 25—Gov. James M. Curley of Massachusetts today pressed advocacy of Merrimac and Connecticut river projects on the governors of Maine and New Hampshire and the New England congressional delegation here. The governor estimated the two projects would cost approximately \$100,000,000.

He also suggested the conference consider the advisability of requesting Federal approval for a New England grade crossing elimination program which would run to about \$135,000,000 in cost.

The Merrimac Valley project, which involves sanitation with trunk line sewers, as well as reforestation, flood control and elimination of soil erosion, was at one time erroneously reported approved by Federal authorities.

Advisability of joint action by New England state legislatures in advocating not only it, but a sim-

ilar program for Connecticut River reclamation, is being considered by the Governors and Congressmen here today.

Gov. Curley declared that Gov. H. Stiles Bridges of New Hampshire is co-operating in the Merrimac Valley proposal and that they will discuss the project with PWA officials.

This project would affect the cities of Lowell, Lawrence, Haverhill, Newburyport and Amesbury in Massachusetts.

The Connecticut Valley development will affect five of the six New England states.

\$40,000,000 Plan Filed in State Senate

While Gov. Curley was pressing approval of the Merrimac and Connecticut river projects in Washington yesterday, a bill was filed in the Senate providing for the establishment of the Merrimac Valley Authority to act in co-operation with New Hampshire on the proposed \$40,000,000 development.

The bill, filed on behalf of the Governor by Sens. Meehan of Lawrence, McAree of Haverhill and McCarty of Lowell, was referred to the legislative committee on state administration.

RECORD
Boston, Mass.
FEB 26 1935



WISDOM BOX

By GEORGE C. MacKINNON

Therapeutic Note . . .

Bandboss Ken Whitmer, who possesses the unusual ability of playing every musical instrument in the band, recently showed up for a ball room date in the throes of a draggy, sniffly cold . . . Yet that night, for some reason, he worked harder than ever, going like mad through his routine of performing on the saxophone, French horn, trumpet, violin, etc. . . . The terrific energy of his tootling, sawing & strumming worked him up such a perspiration that at evening's end his cold had completely disappeared! . . .

Guest-appearing at the Mayfair recently, Blackstone the thaumaturge slayed 'em . . . When Bossman Benny Ginsberg told us this, in tones of great surprise, we haughtily announced that it was no news to us . . . And it wasn't . . . A couple of years ago we saw Blackstone yank a rabbit out from a customer's coat-collar at that same



Blackstone

you're the type to want to) spell her name minus that final "e"

. . . Helen Gahagan, West Coast bound, & the reason for her trip is thus described by someone with every reason to know: "She's going there to fight about her picture, Rider Haggard's 'She' . . . Helen thinks the script is an atrocity" . . . Warner officials



Helen Gahagan

wanted Vallee to fly here for the Met opening of "Sweet Music," but Rudy was too tired . . . Mayor & Mrs. Mansfield were recently beheld in Geo. Holland's company, paying what was probably their first visit to a downtown picture-house since His Honor's inauguration . . .

Outlander Talk . . .

O. O. McIntyre expresses surprise that he always wants to write it "Boston Commons" . . . We'll dwindle his surprise for him by informing him of the curious fact that practically every non-Bostonian visiting here gives it the plural, for some esoteric reason . . . We're requested "spashul" to mention that Wm. R. Burke, Tremont Theater mgr., will one it anon with Ann Fay Cheney, principal of Tewksbury's Spaulding School . . . One Mass. theater man touted for 3 grand at Miami . . .

His The Glory . . .

They can thank Bert Lytell that "The First Legion" has grabbed off so much Boston dough . . .



Bert Lytell

The initial week here wasn't so forte, & Phil Green wired Bert to close . . . But he said no, no, a thousand times no—the piece was going to have a run here & that's all there was to it! . . . Dick Grant should be apprised that a muchly lushed gent was impersonating as him one recent night in a Scollay sq. cafe . . . Bobby Bunai, So. End bartender, diligently organizing to run for School Committee . . .

Miracle Woman . . .

Patsy Ogden postcards us from Buenos Aires, using a U. S. 1-cent stamp . . . We always thought you had to use the stamps of the country you were in . . . But of course there is a reply to that . . . To wit, "What difference does it make what you always thought?" . . . Kay Hoyt of vaudeville's Lightning Duo was recently mistaken for amateur-night talent by Mgr. Roxie Rodman of Pawtucket's Capitol Theater . . . When apprised of his error, Roxie bailed himself out by quothing, "Well, you didn't look tired enough to be a professional actor" . . . Bradford thinking of a downstairs joyroom, so's the grill-room kitchen can double . . .

Up the Ladder . . .

Frank Taglino, who was doing ad work with the M. & P. Theaters, gozinta bizness on his own when he opens a cafe at Chestnut Hill Mch 5 . . . Whole company boosting for him, with all the biggies expected to turn out for the opening . . .

Flying Bizman . . .

Peppy De Albrow, appearing in a theatrical production here, is also owner of N. Y.'s squintfulous Chapeau Rouge . . .



Peppy De Albrow

. . . So over the week-end he flew into N. Y. to sign the paychecks . . . No aide is going to give his bizness a treatment! . . . Dave Rubin, bartender at Steuben's chummy cocktail room, has so much of that "It," that people in the Rathskeller downstairs often adjourn to the cocktail cubicle just to enjoy a Dave-mixed drink . . . Lawrence's Max Jensky smote the pool for \$1200 . . . Every time Cocoonut Grove's talented bartender, Henry Crahan, prepares an old-fashioned, he thinks of May Howard, "who knew an old-fashioned" 25 yrs. ago . . .

How to Irk Her . . .

To annoy Belle Livingstone (if

RECORD
Boston, Mass.
FEB 26 1935

CONGRESS HALTS BAY STATE WORKS

Washington, Feb. 25 (INS)—Two New England governors came to town today seeking public work funds and found none were available, nor will any be available unless Congress enacts a \$4,880,000,000 work relief bill or some other works measure.

Gov. James M. Curley of Massachusetts conferred with PWA Administrator Harold L. Ickes over the Bay State's \$230,000,000 public works projects.

Gov. Lewis J. Brann of Maine sought aid for the proposed \$30,000,000 Passamaquaddy power project.

Both were informed all available PWA funds had been allocated a year ago, and that no more funds were available pending Congress' action.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

ELECTRIC RATE Cuts \$2,000,000

A summary of electric rate reductions, totalling more than \$2,000,000, and effective April 1, agreed to by public utility companies after conference with Governor Curley, was compiled today by the Governor's office.

The New England power group, including the Massachusetts Utilities Association and Fitchburg, has a reduction of \$837,500. Others are Stone & Webster group, \$116,000; Boston Edison, \$772,000; Associated Gas & Electric group, \$175,000; Charlestown (Consolidated Gas of Boston), \$12,500; Manchester, \$4000; Nantucket, \$10,000; Western Massachusetts group, \$135,000; Lynn, \$40,000.

RECORD
Boston, Mass.
FEB 26 1935

Flowers Keep Alive Memory for Governor



Though he is absent in Washington on official business, fresh cut flowers are placed on the desk of Gov. James M. Curley by Helen Carlin, beside the portrait of the governor's late wife. This is done daily, at the governor's request, whether he is present or not.

TRAVELER
Boston, Mass.
FEB 26 1935

Flowers Placed Daily on Mrs. Curley Photo

Fresh flowers were placed around the picture of the late Mrs. Mary Curley today, according to instructions issued by Gov. Curley before he left for Washington. Each day, whether he is in the State House or away, fresh flowers are placed around the picture which is the sole ornament of the Governor's desk. That is one rule which is steadily adhered to by attaches of the executive office.

2 Park Square
BOSTON MASS.

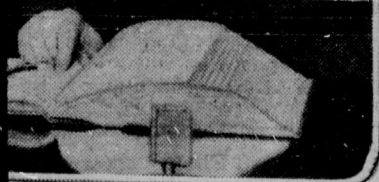
RECORD
Boston, Mass.
FEB 26 1935

CURLEY ASKS 235-MILLION

Washington, Feb. 25—Gov. James M. Curley of Massachusetts today

MORTON DOWNEY NURSE IS DYING

Inez Todnem, 17, Marshall, Minn., high school girl, winner of the annual Washington's Birthday Cherry Pie contest. Her pie went to President Roosevelt. She got a prize of \$100.

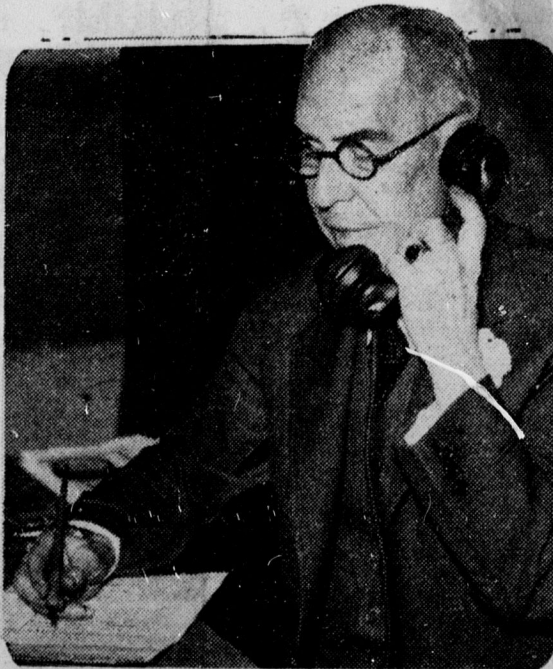


McSweeney, left, who took office visit to City Hall yesterday to pay d. They talked over the local plans for remedying it.

RECORD
Boston, Mass.
FEB 26 1935

Grand Old G. O. P. Man Acting Governor

Secretary of State Frederic W. Cook, personally and politically popular with both Republicans and Democrats, at his desk in his capacity of Acting Governor in the absence of Gov. Curley in Washington. He will be succeeded tomorrow by Lieut.-Gov. Joseph L. Hurley.



RECORD

Boston, Mass.

FEB 26 1935



WISDOM BOX

By GEORGE C. MACKINNON



Therapeutic Note . . .

Bandboss Ken Whitmer, who possesses the unusual ability of playing every musical instrument in the band, recently showed up for a ball room date in the throes of a draggy, sniffly cold . . . Yet that night, for some reason, he worked harder than ever, going like mad through his routine of performing on the saxophone, French horn, trumpet, violin, etc. . . . The terrific energy of his tootling, sawing & strumming worked him up such a perspiration that at evening's end his cold had completely disappeared! . . .

Guest-appearing at the Mayfair recently, Blackstone the thaumaturge slayed 'em . . . When Bossman Benny Ginsberg told us this, in tones of great surprise, we haughtily announced that it was no news to us . . . And it wasn't . . . A couple of years ago we saw Blackstone yank a rabbit out from a customer's coat-collar at that same



Blackstone

you're the type to want to spell her name minus that final "e"

. . . Helen Gahagan, West Coast bound, & the reason for her trip is thus described by someone with every reason to know: "She's going there to fight about her picture, Rider Haggard's 'She' . . . Helen thinks the script is an atrocity" . . . Warner officials



Helen Gahagan

wanted Vallee to fly here for the Met opening of "Sweet Music," but Rudy was too tired . . . Mayor & Mrs. Mansfield were recently beheld in Geo. Holland's company, paying what was probably their first visit to a downtown picture-house since His Honor's inauguration . . .

Outlander Talk . . .

O. O. McIntyre expresses surprise that he always wants to write it "Boston Commons" . . . We'll dwindle his surprise for him by informing him of the curious fact that practically every non-Bostonian visiting here gives it the plural, for some esoteric reason . . . We're requested "spashul" to mention that Wm. R. Burke, Tremont Theater mgr., will one it anon with Ann Fay Cheney, principal of Tewksbury's Spaulding School . . . One Mass. theater man touted for 3 grand at Miami . . .

His The Glory . . .

They can thank Bert Lytell that "The First Legion" has grabbed off so much Boston dough . . .



Bert Lytell

The initial week here wasn't so forte, & Phil Green wired Bert to close . . . But he said no, no, a thousand times no—the piece was going to have a run here & that's all there was to it! . . . Dick Grant should be apprised that a muchly lushed

gent was imposter as him one recent night in a Scollay sq. cafe . . . Bobby Bunai, So. End bartender, diligently organizing to run for School Committee . . .

Miracle Woman . . .

Patsy Ogden postcards us from Buenos Aires, using a U. S. 1-cent stamp . . . We always thought you had to use the stamps of the country you were in . . . But of course there is a reply to that . . . To wit, "What difference does it make what you always thought?" . . . Kay Hoyt of vaudeville's Lightning Duo was recently mistaken for amateur-night talent by Mgr. Roxie Rodman of Pawtucket's Capitol Theater . . . When apprised of his error, Roxie bailed himself out by quothing, "Well, you didn't look tired enough to be a professional actor" . . . Bradford thinking of a downstairs joyroom, so's the grill-room kitchen can double . . .

Up the Ladder . . .

Frank Taglino, who was doing ad work with the M. & P. Theaters, gozinta bizness on his own when he opens a cafe at Chestnut Hill Mch 5 . . . Whole company boosting for him, with all the biggies expected to turn out for the opening . . .

Flying Bizman . . .

Peppy De Albrow, appearing in a theatrical production here, is also owner of N. Y.'s squintifulous Chapeau Rouge . . .



Peppy De Albrow

So over the week-end he flew into N. Y. to sign the paychecks . . . No aide is going to give his bizness a treatment! . . . Dave Rubin, bartender at Steuben's chummy cocktail room, has so much of that "It," that people in the Rathskeller downstairs often adjourn to the cocktail cubicle just to enjoy a Dave-mixed drink . . . Lawrence's Max Jansky smote the pool for \$1200 . . . Every time Cocoonut Grove's talented bartender, Henry Crahan, prepares an old-fashioned, he thinks of May Howard, "who knew an old-fashioned" 25 yrs. ago . . .

How to Irk Her . . .

To annoy Belle Livingstone (if

RECORD

Boston, Mass.

FEB 26 1935

CONGRESS HALTS BAY STATE WORKS

Washington, Feb. 25 (INS)—Two New England governors came to town today seeking public work funds and found none were available, nor will any be available unless Congress enacts a \$4,880,000,000 work relief bill or some other works measure.

Gov. James M. Curley of Massachusetts conferred with PWA Administrator Harold L. Ickes over the Bay State's \$230,000,000 public works projects.

Gov. Lewis J. Brann of Maine sought aid for the proposed \$30,000,000 Passamaquaddy power project.

Both were informed all available PWA funds had been allocated a year ago, and that no more funds were available pending Congress' action.

AMERICAN

Boston, Mass.

FEB 26 1935

ELECTRIC RATE

Cuts \$2,000,000

A summary of electric rate reductions, totalling more than \$2,000,000, and effective April 1, agreed to by public utility companies after conference with Governor Curley, was compiled today by the Governor's office.

The New England power group, including the Massachusetts Utilities Association and Fitchburg, has a reduction of \$837,500. Others are Stone & Webster group, \$116,000; Boston Edison, \$772,000; Associated Gas & Electric group, \$175,000; Charlestown (Consolidated Gas of Boston), \$12,500; Manchester, \$4000; Nantucket, \$10,000; Western Massachusetts group, \$135,000; Lynn, \$40,000.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

Power Rates Cut Is Step Forward

The decision to reduce electric power rates in Massachusetts is welcome news for consumers.

It is proof that intelligent political and industrial forces can find a readier solution to their differences at the council table than in the courts.

Governor Curley is entitled to high praise for his sensible suggestion that a committee of six investigate electric power rates with the idea of instituting reductions.

Representatives of the power companies are also to be congratulated for their ready acceptance of the plan, thus avoiding costly litigation before regulatory bodies and possibly the courts.

It is an example of civic co-operation.
And for once the public is the gainer.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

CURLEY Starts N. E. WHEELS

UNITED FRONT PLANS PUSHED

Washington, Feb. 28—Governor Curley's united front program to make the President "New England conscious" was more than a plea or a promise. It was an accomplished program today.

Senator David I. Walsh and other New England congressional members, pledged themselves to keep the ball rolling.

Governor Curley took upon himself the responsibility of calling together the other New England governors favorable to the program.

The "united front" schedule calls for PWA grants of \$230,000,000 to the New England states.

It asks \$100,000,000 of federal funds for Merrimack and Connecticut Valleys developments.

It proposes expenditure of \$100,000,000 for elimination of all grade crossings in New England.

It aims at consolidation of the New England railroad lines; this with the hope of appreciating the \$265,000,000 investment in the New Haven railroad that Governor Curley pointed out banks have made in New England.

4-Day Sailings

It asks inauguration of four-day sailings from the Port of Boston to Europe to compete with foreign carriers, and a \$30,000,000 development of Boston harbor.

The conference of the governors and representatives of industries in the six northeastern states has further measures to save the textile industry for New England and to protect fisheries.

Governor Curley and his party are on a brief sojourn to Palm Beach, Florida. They will remain in the South for a week, then return to the capital.

Governor Bridges of New Hampshire and Governor Brann of Maine joined with the Massachusetts leader during the conference with PWA Administrator Ickes. They said their program was received encouragingly.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

CURLEY TO PROBE State's Buying

Alleged irregularities in the awarding of contracts by the State purchasing department will be investigated by Governor Curley upon his return to the State House in a fortnight, it was learned today.

He will investigate charges that the department instead of seeking sealed bids for equipment for State officers often solicit emergency bids by telephone and then announces award of contracts to favored concerns.

licenses may come in Cambridge today.

In that city, which has widely protested the grant to the Bay State Kennel Club, Acting Mayor John W. Lyons has ordered that the permit necessary to build the dog track be held up.

This action will probably put the matter in court. Sponsors of the track are expected to seek a writ of mandamus to compel issuance of the building permit.

It is regarded as a test of the old statute of 1856, which requires approval of a mayor and the city council for location of a race track in any community.

Proponents of dog racing argue that the racing measure enacted last fall automatically canceled the old statute. Opponents, which include Boston and Dighton, as well as Cambridge, assert the 1856 statute is still in force.

Await Cole Move

Meanwhile the resignation of General Charles H. Cole as chairman of the racing commission was awaited today. There is little doubt that Cole is getting out, although he has yet to make a formal announcement.

The governor's council may take a hand in the battle too, according to Councillor Frank A. Brooks. He said he believed the council had a right to force the racing commission to grant a hearing to residents of communities opposing grants within their confines.

Representative Gustave W. Everberg of Woburn who is sponsoring a bill to repeal that part of the racing law applying to dog racing may petition for a hearing on his measure for next Tuesday.

Governor Curley, who left Washington last night for a short Florida vacation, said that although he had passed on the locations for dog racing that have brought protests, it was a "matter of routine."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRIBUNE
Lawrence, Mass.

FEB 26 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

COURIER-CITIZEN
Lowell, Mass.

FEB 26 1935

Catchall

ASKS 200 MILLIONS FOR NEW ENGLAND PROJECTS

Governor Curley Seeks United Action On Extensive Program of Federal Improvements in This Section of Country

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked today by Governor Curley of Massachusetts at a conference with northeastern senators and representatives.

The program as outlined, called for:

1. Expenditure of \$100,000,000 for Merrimack valley and Connecticut valley developments.

2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England States.

3. Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Governor Curley outlined the Connecticut and Merrimack valley projects, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Proposal Well Received.

Prior to the conference, Governors Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Public Works Administrator Ickes on the projects and said afterwards they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimack valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the governors said, should be paid for in full by the Federal Government. Curley estimated that the grade crossing pro-

ject would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the playground and textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads. "Arrangements were considered," Curley said, "for an early conference of New England governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

Banks Heavy Investors.

"The importance of the matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven & Hartford Railroad that are selling in the open market for about one-third of their par value."

"The indications are that these problems which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

After the meeting today, Representative Brewster (R., Me.), said the problem at present "is to make the President New England conscious."

"As one of the New England governors is responsible for the creation of the New England Council," he added, "it is a matter of gratification to see New England recognizing its community of interest."

never decays, and Mack should after it has extensively opened, excited, native last Thursday's intent to the Merrimack Bridges in dollars to improvement. I ed for a M V A s to be done for ot only in the of Middlesex illustrated maga- Boston Evening as long been f New England est possible uses The Merrimack, ose proximity to offers an espe- the playground and ents to the engi- architects; and agitation and em- nothing. I as- deal may go on lions which the be thrown into as the Hoover dams; the Ten- river valley suppose that the chusetts did not when he made announcement.

vestment the im- may be worth re to be spent owell, Lawrence not thereby pre- ing to lose pop- posely, in writ- rs past, empha- s of some of the o-it-nowers have indubitable and sible. They have a residential and this valley can nderful by just as are contem- tors are bound e where well to residents from nd, will be at- ver before, when ean, when the e eliminated un- its banks, when rests verge upon problems, mean-

—Springfield

the case with privately financed water powers. "In the period 1927-30 inclusive utility expenditures for hydro-electric stations decreased apparently by as much as 30 per cent, while expenditures for steam generating plants increased by 60 per cent. Today as one would expect the major portions of projects under construction are being financed by the Federal Government, although the list for 1933 and 1934 shows a considerable number proceeding under the direction of private interests. . . . "The unit cost of producing power by water depends chiefly on the amount of capital required and the cost of the capital over the life span of the investment. The lower the interest rate of the future the larger will be the percentage of new water power that may be economically justified. . . . In my judgment water power, operated in conjunction with power developed from both coal and oil, is likely to continue to supply a substantial portion of power needs for many years into the future."

the case with privately financed water powers.

"In the period 1927-30 inclusive utility expenditures for hydro-electric stations decreased apparently by as much as 30 per cent, while expenditures for steam generating plants increased by 60 per cent. Today as one would expect the major portions of projects under construction are being financed by the Federal Government, although the list for 1933 and 1934 shows a considerable number proceeding under the direction of private interests. . . .

"The unit cost of producing power by water depends chiefly on the amount of capital required and the cost of the capital over the life span of the investment. The lower the interest rate of the future the larger will be the percentage of new water power that may be economically justified. . . . In my judgment water power, operated in conjunction with power developed from both coal and oil, is likely to continue to supply a substantial portion of power needs for many years into the future."

I add as pertinent to this discussion, technical but really one that concerns every dweller in a Merrimack river community, the opinion of W. L. Abbott, chief engineer of the Commonwealth Edison Co., who probably doesn't see much future for water power, for he deposes:

"The facts are that it is cheaper to generate power in a modern steam plant than in a hydro plant, and it is cheaper to transmit power in a freight car as coal than over a high transmission line as electricity. . . . As between a steam plant and a hydro plant, the former is cheaper to build and, all things considered, produces power cheaper than the latter."

I have no idea, of course, whether the 30 millions to be spent on Merrimack improvement in Massachusetts could include an appropriation for a channel across the bar at Newburyport and for otherwise making the river navigable for colliers or coal barges as far up as Haverhill. If this were possible it might give an incentive to a private project which I have heard discussed—that of a big power station of the latest type at Haverhill, using sea-borne coal and distributing power over a fairly wide area—one, say, of about the same geographical size as greater Boston. Such an installation might prove how right the Courier-Citizen has been these past 25 years in throwing editorial cold water on plausible projects to make the river navigable for coal ships as far up as Lowell or, as some have urged, as far as Concord, N. H. It would be cheaper, if less picturesque, to burn the coal at Haverhill and send it upstream over the wire than by procession of colliers such as one sees passing in and out of Salem harbor.

Though not an engineer I may have a right to the notion of somebody's eventually discovering efficient and cheap ways of taking electric power from small rivers. I remember that at one time Henry Ford was reported to be experimenting in this direction in central Michigan. He thought that the motor car—of his own make, no doubt—would enable one mechanic to look after the operation of half a dozen tiny power stations at dams up and down a brook. My guess is that that was just a Fordian dream. So, naturally, was my scheme of a series of small hydroelectrics impounding attractive ponds on Miller's river above Athol. Use and beauty could there be conjoined, as on many lovely New England rivers; but what's the use, in an age of strict cost accounting, when engineers give us such data as the following, on the authority of Louis E. Ayres, engineer, of Ann Arbor, Mich.:

"As far back as 1926 there was some claim that improved methods of production by steam were creating a tendency to postpone the development of water power, and by 1930 it was apparent that this was

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

REPAINT YOUR CAR ANY COLOR
Complete Factory repaint 'ob. Guaranteed 1 yr.
COLUMBIA AUTO PAINTERS
1-GAL. "A" PYROIL
1-GAL. "B" PYROIL BOSTON COMPANY
137 Brighton Ave. STA. 8968
COMPLETE BRAKE RELINING JO
Jazzly Full Molded Brake Block Liner
SPRINGS & MOTOR EQUIPMENT CO.
84 Commonwealth Ave. ASP. 4230
"STANDUP" AUTO JACK (NEW)
New for Streamline Cars
J. CONNELL CO., 121 Brookline Ave.
SET 'McKAY' CHAINS FOR YOUR CAR
RARRABEE SERVICE STORES, INC.
113 Brookline Ave.
GRANKCASEFUL OF "HYVIS"
Mileage Metered Oil
J. CONNELL CO., 121 Brookline Ave.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

CURLEY TO PROBE State's Buying

Alleged irregularities in the awarding of contracts by the State purchasing department will be investigated by Governor Curley upon his return to the State House in a fortnight, it was learned today.

He will investigate charges that the department instead of seeking sealed bids for equipment for State officers often solicit emergency bids by telephone and then announces award of contracts to favored concerns.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

DOGS Face First TEST

CAMBRIDGE WRIT WAITED

First test of the home rule principle invoked by licenses may come in Cambridge today.

In that city, which has widely protested the grant to the Bay State Kennel Club, Acting Mayor John W. Lyons has ordered that the permit necessary to build the dog track be held up.

This action will probably put the matter in court. Sponsors of the track are expected to seek a writ of mandamus to compel issuance of the building permit.

It is regarded as a test of the old statute of 1856, which requires approval of a mayor and the city council for location of a race track in any community.

Proponents of dog racing argue that the racing measure enacted last fall automatically canceled the old statute. Opponents, which include Boston and Dighton, as well as Cambridge, assert the 1856 statute is still in force.

Await Cole Move

Meanwhile the resignation of General Charles H. Cole as chairman of the racing commission was awaited today. There is little doubt that Cole is getting out, although he has yet to make a formal announcement.

The governor's council may take a hand in the battle too, according to Councillor Frank A. Brooks. He said he believed the council had a right to force the racing commission to grant a hearing to residents of communities opposing grants within their confines.

Representative Gustave W. Everberg of Woburn who is sponsoring a bill to repeal that part of the racing law applying to dog racing may petition for a hearing on his measure for next Tuesday.

Governor Curley, who left Washington last night for a short Florida vacation, said that although he had passed on the locations for dog racing that have brought protests, it was a "matter of routine."

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 26 1935

CURLEY Starts N. E. WHEELS

UNITED FRONT PLANS PUSHED

Washington, Feb. 28—Governor Curley's united front program to make the President "New England conscious" was more than a plea or a promise. It was an accomplished program today.

Senator David I. Walsh and other New England congressional members, pledged themselves to keep the ball rolling.

Governor Curley took upon himself the responsibility of calling together the other New England governors favorable to the program.

The "united front" schedule calls for PWA grants of \$230,000,000 to the New England states.

It asks \$100,000,000 of federal funds for Merrimack and Connecticut Valleys developments.

It proposes expenditure of \$100,000,000 for elimination of all grade crossings in New England.

It aims at consolidation of the New England railroad lines; this with the hope of appreciating the \$265,000,000 investment in the New Haven railroad that Governor Curley pointed out banks have made in New England.

4-Day Sailings

It asks inauguration of four-day sailings from the Port of Boston to Europe to compete with foreign carriers, and a \$30,000,000 development of Boston harbor.

The conference of the governors and representatives of industries in the six northeastern states has further measures to save the textile industry for New England and to protect fisheries.

Governor Curley and his party are on a brief sojourn to Palm Beach, Florida. They will remain in the South for a week, then return to the capital.

Governor Bridges of New Hampshire and Governor Brann of Maine joined with the Massachusetts leader during the conference with PWA Administrator Ickes. They said their program was received encouragingly.

Advertisement

Press Clipping Service
2 Park Square
BOSTON MASS.

TRIBUNE
Lawrence, Mass.

FEB 26 1935

ASKS NEW

Governor (tensive ment

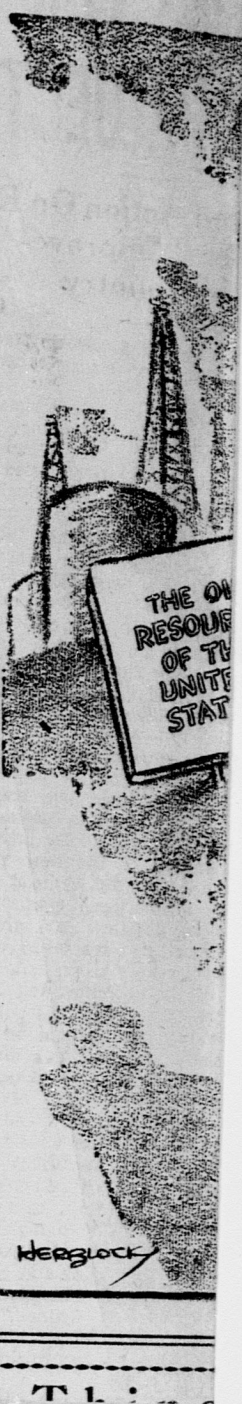
WASHINGTON
United action by
land congressiona
a \$200,000,000 pro
improvements wa
by Governor Cu
chusetts at a c
northeastern sena
sentatives.

The program as o
1. Expenditure of
Merrimack valley
valley developments
2. Expenditure of
grade crossing elim
New England States
3. Expenditure of
development of Bos
recommendation of
super-commerce car
on a four-day sailin
With practically e
England congress
present, Governor
the Connecticut an
ley projects, which
volve improvements
tion, sewage, water
tion, flood control a

Proposal Wel
Prior to the conf
Curley, Bridges of
and Brann of Mair
Public Works Admin
the projects and sai
believed the propos
received.

Bridges said rec
Curley and himself
with the Merrimack
probably would be
Hampshire and Ma
latures this week.

The entire work,
said, should be pa
the Federal Govern
timated that the gr



Press Clipping Service
2 Park Square
BOSTON MASS.

COURIER-CITIZEN
Lowell, Mass.

FEB 26 1935

Catchall

A CLEAN RIVER never decays, and a merry Merrimack should look all the gayer after it has ceased to be an offensively open sewer. I was quite excited, naturally, as news arrived last Thursday of Governor Curley's intent to co-operate with Governor Bridges in fetching 40 millions of dollars to this valley for its improvement. I had previously pleaded for a M V A (if anything at all is to be done for this watershed), not only in the leading newspaper of Middlesex county, but in the illustrated magazine of the literate Boston Evening Transcript. It has long been thought that we of New England have not made the best possible uses of our noble rivers. The Merrimack, largest stream in close proximity to metropolitan Boston, offers an especial opportunity for playground and industrial developments to the engineers and landscape architects; and now, after years of agitation and talk, it looks as if they will be empowered to do something. I assume, as a Republican editor sadly must, that the new deal may go on and that many millions which the nation hasn't got will be thrown into local projects such as the Hoover and Grande Coulee dams; the Tennessee and Merrimack river valley projects. I also presuppose that the governor of Massachusetts did not sound a false alarm when he made his much discussed announcement.

As a national investment the improved Merrimack may be worth the millions that are to be spent upon it, even if Lowell, Lawrence and Haverhill are not thereby prevented from continuing to lose population. I have purposely, in writing about it for years past, emphasized the dubiousness of some of the values which the do-it-nows have been acclaiming as indubitable and as miraculously feasible. They have a certain case. As a residential and recreational region this valley can be made simply wonderful by just such expenditures as are contemplated. Some realtors are bound to benefit. I can see where well to do people, summer residents from outside New England, will be attracted here as never before, when the rivers are clean, when the scenic highways have eliminated uncouth shacks along its banks, when attractive public forests verge upon the waterside. The problems, meantime, of maintaining a population in the manufacturing centres on the Merrimack will probably not be solved even if the whole valley becomes a beauty shop. That is where our own personal gumption is involved. If, as I have tried elsewhere to say, we have the imagination and enterprise to base our trades upon wood, the staple crop of this terrain, making from it furniture, paper and rayon in commercial quantities and alluring quality, we then may be able to have an industrial future. Woodlands could save us, whereas our water powers quite certainly cannot, no matter how many storage basins may be built in the countryside north of here.

I have clipped, to add to the data in my Merrimack river folder, a lengthy account of a conference of engineers headed: "Challenge of coal to water in producing power weighed at utility forum in Chicago." I again learn from experts that only where falling water has a tremendous volume, as at Niagara Falls, is white coal more economical than black coal. As an interested layman I began to suspect all that some 25 years ago when I experienced on the South Boston waterfront the romantic fascination of a great steam coal plant—the poetry of the power house. Having as a newspaper publicity man the run of the Boston Elevated Co.'s then new generating station I saw ton upon ton of dusty Virginia coal handled without hands from the collier into the giant furnaces. The noiseless turbo-generators made over into electric juice every last pound of this energy stored up a million years ago in coal. Standing with the superintendent on a bridge looking down into a pit of high tension production I was impressed by its manlessness, its precision, its certainty. No variations of stream flow affected the output of electricity. The thermal units were converted at minimum cost into power which could be stepped down, as required, at the various transformer stations throughout the metropolitan districts. That was about 25 years ago. The Elevated plant, and the adjacent power stations of the Edison Co., represented the beginning of modern and economical power production in this neighborhood. Since then use of mercury vapor in place of steam and other technical improvements have brought the utilization of the energy in a pound of coal pretty close to 100 per cent, so I am told. This is something which has its bearing upon places like Lowell, Massachusetts, whose water-using turbines are still in situ, but not perhaps working at 100 per cent of capacity.

Though not an engineer I may have a right to the notion of somebody's eventually discovering efficient and cheap ways of taking electric power from small rivers. I remember that at one time Henry Ford was reported to be experimenting in this direction in central Michigan. He thought that the motor car—of his own make, no doubt—would enable one mechanic to look after the operation of half a dozen tiny power stations at dams up and down a brook. My guess is that that was just a Fordian dream. So, naturally, was my scheme of a series of small hydroelectrics impounding attractive ponds on Miller's river above Athol. Use and beauty could there be conjoined, as on many lovely New England rivers; but what's the use, in an age of strict cost accounting, when engineers give us such data as the following, on the authority of Louis E. Ayres, engineer, of Ann Arbor, Mich.:

"As far back as 1926 there was some claim that improved methods of production by steam were creating a tendency to postpone the development of water power, and by 1930 it was apparent that this was

the case, with privately financed water powers.

"In the period 1927-30 inclusive utility expenditures for hydro-electric stations decreased apparently by as much as 30 per cent, while expenditures for steam generating plants increased by 60 per cent. Today as one would expect the major portions of projects under construction are being financed by the Federal Government, although the list for 1933 and 1934 shows a considerable number proceeding under the direction of private interests. . . .

"The unit cost of producing power by water depends chiefly on the amount of capital required and the cost of the capital over the life span of the investment. The lower the interest rate of the future the larger will be the percentage of new water power that may be economically justified. . . . In my judgment water power, operated in conjunction with power developed from both coal and oil, is likely to continue to supply a substantial portion of power needs for many years into the future."

I add as pertinent to this discussion, technical but really one that concerns every dweller in a Merrimack river community, the opinion of W. L. Abbott, chief engineer of the Commonwealth Edison Co., who probably doesn't see much future for water power, for he deposes:

"The facts are that it is cheaper to generate power in a modern steam plant than in a hydro plant, and it is cheaper to transmit power in a freight car as coal than over a high transmission line as electricity. . . . As between a steam plant and a hydro plant, the former is cheaper to build and, all things considered, produces power cheaper than the latter."

I have no idea, of course, whether the 30 millions to be spent on Merrimack improvement in Massachusetts could include an appropriation for a channel across the bar at Newburyport and for otherwise making the river navigable for colliers or coal barges as far up as Haverhill. If this were possible it might give an incentive to a private project which I have heard discussed—that of a big power station of the latest type at Haverhill, using sea-borne coal and distributing power over a fairly wide area—one, say, of about the same geographical size as greater Boston. Such an installation might prove how right the Courier-Citizen has been these past 25 years in throwing editorial cold water on plausible projects to make the river navigable for coal ships as far up as Lowell or, as some have urged, as far as Concord, N. H. It would be cheaper, if less picturesque, to burn the coal at Haverhill and send it upstream over the wire than by procession of colliers such as one sees passing in and out of Salem harbor.

FEB 26 1935

EDITORIAL

Merrimack Valley Project

Gov. Curley appears to be hopeful that he has secured government approval of a \$40,000,000 project to improve the Merrimack river valley, the principal feature of which is a great trunk sewer to take pollution out of that famous river. Such removal of sewage from that beautiful stream would be a very desirable public improvement. It is one of the deplorable features of American life, that, in our haste for material development, we have rendered many of our fine rivers obnoxious by the foul matter which we have turned into them. As for example, the North river here. Where these rivers were once a wholly beautiful feature in the landscape, and an ornament to every scene through which they passed, the home of fish which provided sport and food for the people along the banks, now they are ruined by the filth that has been poured into them. If the sewage could be eliminated so they could be what they were once, they would be a distinct asset to the community instead of a stench hole.

But while all this is true, it comes up against the question whether the taxpayers can afford it. Of course if the government is determined to spend nearly \$5,000,000,000 on work and relief projects, it is only equitable that this section should have its fair share of it. Very likely this particular Merrimack Valley plan is a good proposition. But the question as to its acceptance should depend on whether the government regards such a grant to any extent as a loan, so that the two states must pay the money back or some portion of it.

In that case, it is to be feared that the plan is beyond our means at present. There is serious reason to fear that the expenditure of such great sums of money for work relief purposes has a tendency to obstruct business revival. Certainly if the relief jobs must pay the prevailing wage in their several localities, so that people feel little interest in obtaining work in ordinary industry, they will not help much to revive business.

COURIER-CITIZEN
Lowell, Mass.

FEB 26 1935

MCCARTY IS ONE OF THREE FILING BILL

Proposed By Governor Curley
for Creation of Merrimack
Valley Authority.

BOSTON, Feb. 25. (AP)—Establishment of a board to be known as the Merrimack Valley Authority, to act in co-operation with the State of New Hampshire in the proposed \$40,000,000 Merrimack valley development was filed today in the state senate.

The measure was offered in behalf of Governor James M. Curley by Senators William F. McCarty of Lowell, James P. Meehan of Lawrence and Charles A. P. McAree of Haverhill.

The authority, the bill stated, would administer "such grants as may be made by the federal government, for the payment of the entire expense of construction and maintenance of such projects as may be determined advisable for the conservation of health, for the development of sanitation, for the abatement of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation, and for such other improvements as may be determined as reasonably necessary and proper for health, welfare and safety of the inhabitants of the watershed of the Merrimack river."

The bill did not state how many members the board would have, but did propose their appointment and the fixing of their salary by the governor.

The senate suspended the rules to admit the bill and referred it to the legislative committee on state administration for a hearing and a report.

FEB 26 1935

A SENSIBLE DECISION.

Whether the reduction in electric rates agreed upon by the governor's commission and the representatives of the companies is really fair or not, or whether it was more or less forced by the apprehension of worse things, the truth is the same in either case that it is much more sensible to adjust matters in this way than it is to pursue the president's course of ruthless competition and to adopt the "yardstick" method for determining rates. It has an even greater superiority to the war on holding companies which the administration is waging. A holding company is neither better nor worse, essentially, in the utility business than it is in any other. If the rates of the constituent companies are reasonable, the public has no interest in the financial structure of the organization; if they are not reasonable, adjustment, as shown by this Massachusetts settlement, is rather easier where the various companies are under only a few central managements. It is a mystery why any one should want to break up these companies and thereby force the public service commissions of the states to do business with every local gas or electric plant within their jurisdiction.

Of course the questioning of protecting investors' interests is quite different. But unscrambling the eggs at this late date isn't protecting anybody; it is rather wiping out the common stockholders in the holding companies, cutting or wholly eliminating the dividends of the holders of preferred stock and even making the payment of bond interest doubtful. If federal legislation can be devised that will provide effectually for the supervision of future holding company issues, well and good, but as to those of the past, the harm has been done and the administration policy is simply making it greater than there is any need of.

In view of this general outcry for lower rates, which, on the part of Mr. Roosevelt at least, is accompanied by an enthusiasm for larger use of electric power, it might be asked if the companies have paid enough attention to the possibilities of increasing business by far more substantial reductions to larger household users. It is doubtful that the reductions virtually determined in this state will result in any perceptible gain in consumption. The householders were not half so much interested as the politicians in getting the reduction anyway, nor is it likely that they will use much more electricity because it costs a fraction of a cent less a kilowatt hour. They will not be less careful about wasting it, nor will they feel that so slight a reduction will justify their putting in new electric appliances. The service charges, of which so much complaint are made, should be retained, where they involve the minimum of charge that makes it worth while to instal electricity in a house, and it is possible that the old rates up to a certain amount, figured on the average domestic consumption, with a far more substantial decrease a little beyond that point would have been fully as fair to the consumer and would have offered a better prospect for large consumption. What the companies need, in the face of this demand for lower rates, is a considerable more liberal use of their current where it is already installed, since the extra amount is furnished at a trifling expense. If the companies are to be able to make any money in the face of the political

attack on them, it looks as if the problem would have to be treated from this viewpoint.

EAGLE

Lawrence, Mass.

FEB 26 1935

BILL TO FORM MERRIMACK VALLEY AUTHORITY FILED

Board to Act in Cooperation With State of New Hampshire in Proposed Merrimack River Improvement Project

BOSTON, Feb. 25 (AP)—Establishment of a board to be known as the Merrimack Valley Authority, to act in cooperation with the State of New Hampshire in the proposed \$40,000,000 Merrimack Valley development was filed today in the State senate.

The measure was offered in behalf of Governor James M. Curley by Senators William F. McCarty of Lowell, James P. Meehan of Lawrence and Charles A. P. McAree of Haverhill.

The Authority, the bill stated, would administer "such grants as may hereafter be made by the federal government, for the payment of the entire expense of construction and maintenance of such projects as may be determined advisable for the con-

servation of health, for the improvement of sanitation, for the abatement of nuisances, for the elimination of soil erosion, for stream regulation and flood control, for reforestation, and for such other improvements as may be determined as reasonably necessary and proper for health, welfare and safety of the inhabitants of the watershed of the Merrimack river."

The bill did not state how many members the board would have, but did propose their appointment and the fixing of their salary by the governor.

The Senate suspended the rules to admit the bill and referred it to the legislative committee on state administration for a hearing and a report.

GAZETTE

Haverhill, Mass.

FEB 26 1935

Slightly Premature

With characteristic impetuosity, Governor Curley proclaimed federal approval of the Merrimack valley purification at a time that, to say the least, was slightly premature.

His enthusiastic announcement, when it was made, obviously did not bear the stamp of official finality, because the \$40,000,000 which, he said, would be spent on the project, has not been appropriated by Congress and the bill providing for the appropriation was the object of sharp congressional scrutiny. It was reasonable to conclude, however, from Curley's announcement, that he had obtained from the PWA approval of the project. Such approval, of course, meant that, when and if Congress passed the bill in the form that the president desired, work on the project would be undertaken.

But Curley didn't even have such approval. He merely had a favorable expression of opinion from one official of the PWA. Washington was quick to point out that such an opinion was far from expressing official ratification of the project by the PWA.

So New England was regaled with another demonstration of the governor's unrestrained enthusiasm.

We have two regrets in connection with the governor's premature announcement: That it was inaccurate, because we want the federal government to carry out the project of purification; and that it was made, because we don't enjoy seeing the governor look silly.

TIMES

Beverly, Mass.

FEB 26 1935

48-HOUR WEEK FOR TEXTILES IS URGED AT CURLEY LUNCH

New England Legislators Gather at Capital Affair

WASHINGTON, Feb. 26 — The federal government should take immediate steps to set up a straight 48 hours week for the textile industry throughout the country, it was advocated yesterday at a luncheon of New England senators and representatives with Governor James M. Curley of Massachusetts. Also present were Governors Brann of Maine and Bridges of New Hampshire.

At the conference it was advocated that the federal government take immediate steps to set up a straight 48-hour week for the textile industry throughout the country. That it equalize the wage scales and differentials existing between the North and South, and that it take prompt action to safeguard American textile markets which are being seriously invaded by Japan.

That Northern manufacturers are obliged to pay \$2.56 more per week to workers than is paid in the South was bitterly criticized, and emphasis was placed on the Japanese situation where no Japanese worker is considered worthy of citizenship if he asks for more than 10 cents per day for his labor in the textile mills.

Gov. Curley announced that he is going to advocate that the government build more and better-equipped commerce carriers to ply in the Atlantic ocean and that it designate Boston as a port of entry to the United States with a scheduled time of four days between Boston and Europe.

Big N. E. Projects

Curley joined forces with Gov. Bridges of New Hampshire to work for the setting up of a Connecticut valley authority and a Merrimack river authority, both to be similar to the work in the Tennessee valley. It was estimated that the cost of the Connecticut river project would be \$60,000,000,000 and the cost of the Merrimack work \$40,000,000.

The present situation is so bad, Curley said that even the fish can't live in the polluted waters of these rivers. There is serious danger, he contends, of a typhoid epidemic such as Lowell suffered 20 years ago.

"These are national proposals," the Governor said, "which are important both for the improved health conditions and the improved esthetic conditions which would result."

clippings

GOVERNMENT, NEW FASHION

To the Editor of the Transcript:

Isn't it queer how mistaken some of us can be? Here I am long past middle life, and until very recently I supposed a governor's job was to govern. I didn't suppose for an instant that his duties consisted, in most part, of two matters: 1. Traveling to and fro between a State capital and the national capital; and, 2. Spending the balance of his time in promoting "free-for-alls" while at home. Must be that I failed to study government when I attended college!

NICHOLAS LACEY

Newton, Feb. 26.

So say all of us!

Press Clipping Service
2 Park Square
BOSTON MASS.

MERCURY
Medford, Mass.

FEB 26 1935

Totals 0 1 1 1-2
Half goal for foul.
Referee, John Walsh. Time,
four 5-min. chukkers.

MERRIMAC VALLEY BILL IS ADMITTED

On behalf of Gov Curley a bill was filed in the Massachusetts Senate yesterday by Senators Meehan of Lawrence, McCarty of Lowell and McAree of Haverhill providing for the establishment of the Merrimac Valley Authority to cooperate with New Hampshire in the proposed \$40,000,000 Merrimac Valley development.

The Senate suspended its rules and admitted the bill, which was referred to the Committee on State Legislation.

2 Park Square
BOSTON MASS.

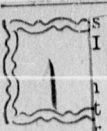
NEWS
Malden, Mass.

FEB 26 1935

Police and Politics

GOVERNOR CURLEY has once more demonstrated his ability to get at least one Republican Council member over to his side when any action which he considers important is on the docket. This time it was Mr Baker from Berkshire who helped in the prompt confirmation of Mr. McSweeney as Police Commissioner of Boston, Mr Leonard having obligingly resigned on the Governor's demand. The new commissioner has a real job, for there is evidence that the morale of the department has suffered from all the squabbling over its administrative head. Governor Curley has announced that politics must be kept out of the Police Department, and that Commissioner McSweeney is his own master, answerable only to his conscience and his God. We hope he means that, for political interference and political "influence" is the curse not only of the Boston Police Department, but of every other department in the country. It is not certain that there is any man in the United States who can actually keep the politicians out of police headquarters and still hold his job for more than a year or two. Mr. McSweeney has his chance. He is a man with a good reputation for ability and honesty. Let us hope he has the will and the force of character to divorce police activities in Boston from politics, and if he has, whether the Governor will keep his promise to back him up.

FEB 26 1935



less than the toaster al

BROCKTON ELECTRIC L OF ABINGTO

Brockton 3700.

equal in
way. T
cotton

Go
the was
moved a
to exclu
higher t
strong e
industry

This
put its
every pe
added to
only one

Nov
thousand
whole co

plateaus which will furnish an
place for the school. It will b
der the direction of the Alpin
Erkov.

Oliver Booth built the fir
yacht at Poughkeepsie, N. Y.,

OLD GOLD

FEB 26 1935

CURLEY ADMITS O. K. ON TRACKS

*Says Approval, How-
ever Was Routine.*

BOSTON, Feb. 26.—(UP)—Oppo-
nents of the granting of permits
for dog racing tracks in four Mas-
sachusetts communities placed re-
sponsibility upon Gov. Curley per-
sonally to-day.

The governor, en route to Florida
on a vacation trip, confirmed from
Washington yesterday the contention
of Gen. Charles H. Cole, chairman of
the State racing commission, that
Curley had approved the sites chosen.

"Curley, however, pointed out that
his approval was purely routine and
that he was not required by law to
pass on either licensing or location
of the tracks.

"Before I left Boston I was in-
formed the commission proposed five
locations, one of which was Cam-
bridge," Curley said, "And I assumed
their purpose was to issue permits
for them. I was not at all concerned
with the matter as it was entirely the
business of the racing commission.
The racing commission was created
for the purpose of issuing permits for
dog and horse racing and for making
rules under which the sport would
be conducted in Massachusetts."

Opponents of the licensing of dog
race tracks in Cambridge, South Bos-
ton, Methuen and Dighton inter-
preted the governor's admission, how-
ever, as an indication that he had di-
rected proceedings of the commission
and that granting of the permits was
done with his official sanction.

Community Protests Gain.

Meantime, protests increased in
most if not all of the communities
involved. The Boston city council
approved Mayor Frederick Mans-
field's stand against the proposed
South Boston track. An order direct-
ing Corporation Counsel Henry E.
Foley to seek injunctions against dog
racing in South Boston was passed
unanimously. A mass meeting of
protest against the track will be held
in South Boston Thursday night.

Yesterday a bill was filed with the
house clerk to repeal the legislation
permitting dog racing in Massachu-
setts, and its sponsor, Rep. Everberg,
republican, Woburn, said he would
ask the legislative committee on rules
to grant an immediate hearing on
the question of admitting the bill at
the present session.

Cole continued preparations point-
ing to his early resignation from the
commission. The absence of the gov-
ernor may delay his actual resigna-
tion a few days.

FEB 26 1935

ASKS CURLEY TO USE INFLUENCE TO SAVE MILLS

Governor Curley Declines To Commit
Himself On The Suggestion That
He Interview The President.

WASHINGTON, D. C., Feb. 26—
Congressman Joseph W. Martin, Jr.
of North Attleboro, who for the past
two years has waged a live fight in
the interests of the textile industry
of New England, yesterday put it
right up to Governor James M. Cur-
ley to use his "reputed" influence
with the President to enlist assist-
ance from the White House.

Governor Curley declined to com-
mit himself to that end, explaining
that he was a "humble person" who
might not presume to expect that his
words would carry weight.

It was after hearing Curley's plat-
form for saving the textile industry
at a conference held in this city that
the suggestion was made by Con-
gressman Martin. Senator David I.
Walsh in effect, asked the same
thing of Governor Curley, stressing
the point that the power to regulate
industry rested with the President.

Curley's platform recommended
more equitable wage scales between
Northern and Southern mills, adjust-
ment of the cotton processing tax
and higher tariffs. These have been
urged consistently by Republican
members of Congress and occasion-
ally, except for the tariff suggestion,
by the Democrats.

Governor Curley's advocacy of a
more highly protective tariff against
Japanese textile imports was consid-
ered significant because until now at
least this has not had the impetus of
Democratic support. It was taken
to reflect the seriousness of the crisis
confronting New England's textile
industry and to presage a possibility
that political lines might be swept
aside in this instance to obtain eco-
nomic unity. Curley remarked that
he knew of no words black enough
to describe the Northern mill situa-
tion.

FEB 26 1935

Committee to Reduce Gov. Curley's Budget

Boston, Feb. 26—Nearing the
end of its consideration of Gover-
nor Curley's \$61,000,000 state bud-
get, the joint committee on ways
and means is casting vinegary
glances on several of the gover-
nor's recommendations, it was
reported today.

The committee, according to re-
port, has been polled on and is
opposed to allowing much, if any
clerical help for the governor's
employment office, which he set
up a few weeks ago outside the
executive chambers.

It is also said that the ways
and means members in the major-
ity are opposed to allowing Lieut.
Gov. Joseph L. Hurley of Fall
River the clerical help which the
budget calls for.

In further mood of disapproval
although it was said that a for-
mal vote has not been taken, the
committee was reported as more
or less opposed to an appropria-
tion of \$100,000 to be extended in
buying camp sites in Massachu-
setts for establishment of addi-
tional CCC units by the federal
government.

While little has been said re-
garding it, the report was current
today that tentative plans in con-
nection with the \$100,000 appropria-
tion would call for purchase
of additional land adjoining the
CCC camp at Douglas.

The surtax proposed by the
governor on income inheritance
and corporations taxes is said to
be receiving some very cold and
calculating glances from several
members of the committee, with
some doubt existent as to what
recommendation it will make re-
garding that part of the budget.

The highway fund—or more
commonly referred to as the gas
tax fund—diversion is proving a
troublesome problem in committee
deliberations. Whether to allow
the diversion to hold over until
near the end of the session or set-
tle it decisively at an early date
is under discussion. The federal
law governing contributions to
states is involved in this issue.

According to report the budget
would provide Lieutenant Gover-
nor Hurley with four or five mem-
bers for his clerical staff, a num-
ber which several Republicans on
the ways and means committee
are said to regard as rather ex-
cessive. Previously, they said,
Lieutenant Governors had man-
aged nicely with staffs of two or
so persons. It was indicated, how-
ever, that the Lieutenant Gover-
nor might be allowed something
above the normal number, but
certainly not four or five persons.

The employment office, which
is maintained on the same floor
as the Governors office but oper-
ated as a separate unit, was estab-
lished some weeks ago by the gov-
ernor. It is in charge of Frank L.
Kane and two or three clerks
have been in evidence at different
times.

clippings

GOVERNMENT, NEW FASHION

To the Editor of the Transcript:

Isn't it queer how mistaken some of us can be? Here I am long past middle life, and until very recently I supposed a governor's job was to govern. I didn't suppose for an instant that his duties consisted, in most part, of two matters: 1, Traveling to and fro between a State capital and the national capital; and, 2, Spending the balance of his time in promoting "free-for-alls" while at home. Must be that I failed to study government when I attended college!

NICHOLAS LACEY

Newton, Feb. 26.

So say all of us!

ce

2 Park Square
BOSTON MASS.

NEWS
Malden, Mass.

FEB 26 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

MERCURY
Medford, Mass.

FEB 26 1935

Totals 0 1 1 1-2
*Half goal for foul.
Referee, John Walsh. Time,
four 5-min. chukkers.

MERRIMAC VALLEY BILL IS ADMITTED

On behalf of Gov Curley a bill was filed in the Massachusetts Senate yesterday by Senators Meehan of Lawrence, McCarty of Lowell and McAree of Haverhill providing for the establishment of the Merrimac Valley Authority to cooperate with New Hampshire in the proposed \$40,000,000 Merrimac Valley development.

The Senate suspended its rules and admitted the bill, which was referred to the Committee on State Legislation.

Police and Politics

GOVERNOR CURLEY has once more demonstrated his ability to get at least one Republican Council member over to his side when any action which he considers important is on the docket. This time it was Mr Baker from Berkshire who helped in the prompt confirmation of Mr. McSweeney as Police Commissioner of Boston. Mr Leonard having obligingly resigned on the Governor's demand. The new commissioner has a real job, for there is evidence that the morale of the department has suffered from all the squabbling over its administrative head. Governor Curley has announced that politics must be kept out of the Police Department, and that Commissioner McSweeney is his own master, answerable only to his conscience and his God. We hope he means that, for political interference and political "influence" is the curse not only of the Boston Police Department, but of every other department in the country. It is not certain that there is any man in the United States who can actually keep the politicians out of police headquarters and still hold his job for more than a year or two. Mr. McSweeney has his chance. He is a man with a good reputation for ability and honesty. Let us hope he has the will and the force of character to divorce police activities in Boston from politics, and if he has, whether the Governor will keep his promise to back him up.

FEB 26 1935

Textiles and Shoes Need Help.

TEXTILES and shoes, the chief industries of this commonwealth, could and would be produced in Massachusetts in volume comparable to the days when it was the nation's workshop, were production costs and conditions fairly equal in all sections of the country. Both industries are in a bad way. The plight of cotton textiles is so critical that "save the cotton textile industry" is resounding in Washington.

Gov. Curley and other New England governors hope to have the wage differential, an advantage to southern cotton mills, removed and other changes made in the N. R. A. code. It is hoped to exclude foreign textiles, notably Japanese products, by still higher tariff rates. But even if the influence of Massachusetts is strong enough to bring about these changes, the cotton textile industry and the shoe industry will still struggle against odds.

This commonwealth, by legislation and by high taxes, has put its industries at a disadvantage. Every industrial "reform," every pension scheme, every effort to improve labor conditions, added to production costs. The legislature has been able to see only one side of the industrial picture.

Now that there are fewer industries and fewer jobs, and thousands of unemployed, an attempt is being made to make the whole country do as Massachusetts has done.

ENTERPRISE
Brockton, Mass.

FEB 26 1935

CURLEY ADMITS O. K. ON TRACKS

Says Approval, However Was Routine.

BOSTON, Feb. 26.—(UP)—Opponents of the granting of permits for dog racing tracks in four Massachusetts communities placed responsibility upon Gov. Curley personally to-day.

The governor, en route to Florida on a vacation trip, confirmed from Washington yesterday the contention of Gen. Charles H. Cole, chairman of the State racing commission, that Curley had approved the sites chosen.

"Curley, however, pointed out that his approval was purely routine and that he was not required by law to pass on either licensing or location of the tracks.

"Before I left Boston I was informed the commission proposed five locations, one of which was Cambridge," Curley said, "And I assumed their purpose was to issue permits for them. I was not at all concerned with the matter as it was entirely the business of the racing commission. The racing commission was created for the purpose of issuing permits for dog and horse racing and for making rules under which the sport would be conducted in Massachusetts."

Opponents of the licensing of dog race tracks in Cambridge, South Boston, Methuen and Dighton interpreted the governor's admission, however, as an indication that he had directed proceedings of the commission and that granting of the permits was done with his official sanction.

Community Protests Gain.

Meantime, protests increased in most if not all of the communities involved. The Boston city council approved Mayor Frederick Mansfield's stand against the proposed South Boston track. An order directing Corporation Counsel Henry E. Foley to seek injunctions against dog racing in South Boston was passed unanimously. A mass meeting of protest against the track will be held in South Boston Thursday night.

Yesterday a bill was filed with the house clerk to repeal the legislation permitting dog racing in Massachusetts, and its sponsor, Rep. Everberg, republican, Woburn, said he would ask the legislative committee on rules to grant an immediate hearing on the question of admitting the bill at the present session.

Cole continued preparations pointing to his early resignation from the commission. The absence of the governor may delay his actual resignation a few days.

Curley to use his "reputed" influence with the President to enlist assistance from the White House.

Governor Curley declined to commit himself to that end, explaining that he was a "humble person" who might not presume to expect that his words would carry weight.

It was after hearing Curley's platform for saving the textile industry at a conference held in this city that the suggestion was made by Congressman Martin. Senator David I. Walsh in effect, asked the same thing of Governor Curley, stressing the point that the power to regulate industry rested with the President.

Curley's platform recommended more equitable wage scales between Northern and Southern mills, adjustment of the cotton processing tax and higher tariffs. These have been urged consistently by Republican members of Congress and occasionally, except for the tariff suggestion, by the Democrats.

Governor Curley's advocacy of a more highly protective tariff against Japanese textile imports was considered significant because until now at least this has not had the impetus of Democratic support. It was taken to reflect the seriousness of the crisis confronting New England's textile industry and to presage a possibility that political lines might be swept aside in this instance to obtain economic unity. Curley remarked that he knew of no words black enough to describe the Northern mill situation.

FEB 26 1935

Committee to Reduce Gov. Curley's Budget

Boston, Feb. 26—Nearing the end of its consideration of Governor Curley's \$61,000,000 state budget, the joint committee on ways and means is casting vinegary glances on several of the governor's recommendations, it was reported today.

The committee, according to report, has been polled on and is opposed to allowing much, if any clerical help for the governor's employment office, which he set up a few weeks ago outside the executive chambers.

It is also said that the ways and means members in the majority are opposed to allowing Lieut. Gov. Joseph L. Hurley of Fall River the clerical help which the budget calls for.

In further mood of disapproval although it was said that a formal vote has not been taken, the committee was reported as more or less opposed to an appropriation of \$100,000 to be extended in buying camp sites in Massachusetts for establishment of additional CCC units by the federal government.

While little has been said regarding it, the report was current today that tentative plans in connection with the \$100,000 appropriation would call for purchase of additional land adjoining the CCC camp at Douglas.

The surtax proposed by the governor on income inheritance and corporations taxes is said to be receiving some very cold and calculating glances from several members of the committee, with some doubt existent as to what recommendation it will make regarding that part of the budget.

The highway fund—or more commonly referred to as the gas tax fund—diversion is proving a troublesome problem in committee deliberations. Whether to allow the diversion to hold over until near the end of the session or settle it decisively at an early date is under discussion. The federal law governing contributions to states is involved in this issue.

According to report the budget would provide Lieutenant Governor Hurley with four or five members for his clerical staff, a number which several Republicans on the ways and means committee are said to regard as rather excessive. Previously, they said, Lieutenant Governors had managed nicely with staffs of two or so persons. It was indicated, however, that the Lieutenant Governor might be allowed something above the normal number, but certainly not four or five persons.

The employment office, which is maintained on the same floor as the Governors office but operated as a separate unit, was established some weeks ago by the governor. It is in charge of Frank L. Kane and two or three clerks have been in evidence at different times.

FEB 26 1935

18 Pine Street Waltham Publishing Co. Waltham, Mass.

Waltham News-Tribune

Est. 1863

Tel. Wal. 1670.

Office Hours — 8 A. M. to 10 P. M., except Saturday
8 A. M. to 6 P. M.

The News-Tribune assumes no financial responsibility for typographical errors in advertisements but will reprint that part of the advertisement in which the typographical error occurs. Advertisers will please notify the management immediately of any errors which may occur.

Published daily except Sunday and holidays by the
WALTHAM PUBLISHING COMPANY

The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited to this paper and also the local news published herein.

Entered as second class matter at the post office
at Boston, Mass.

Subscription Rates:
\$6.00 a year; \$3.00 six months; 50c a month.

Tuesday, February 26, 1935

Sensible Report

As might have been expected, the report to Governor Curley made by former Senator Lewis Parkhurst goes rather thoroughly into the weak spots in the Massachusetts prison system, without any waste of words. The recommendations he makes could be adopted with advantage both to the prisoners and to the public. The former would benefit because those who show an inclination to fit themselves to become decent members of society would be given the opportunity. The public would benefit both because a larger percentage of offenders would become useful citizens and because the incorrigible criminals would be secured where they could not spread their contagion to first or to casual violators of the law.

It goes without saying that Mr. Parkhurst advises the abandonment of the Charlestown institution. He points out that this has several times been condemned and once abandoned. More than half a century ago, in 1880, it was declared unfit for prison purposes. Since then, on several occasions, it has been recommended that use of the plant be discontinued. Mr. Parkhurst says that the land is assessed at a dollar a foot and that the proceeds from its sale could be used toward financing another and more suitable building in another place.

His other recommendations are that "a receiving building be constructed within five miles of the State House to accommodate 250 to 300 men; that either Concord be equipped to house the most desperate criminals, or a new prison be built for that grade of prisoners, to accommodate 600 to 800 men; that no more buildings be constructed at Norfolk for one or two years." Mr. Parkhurst says that there are now from 25 to 50 men at Norfolk who should never have been sent there and who should be transferred elsewhere as soon as possible.

Perhaps the most glaring fault in the prison system of the state is that emphasized by Mr. Parkhurst in the following:—

"The fundamental weakness of both these institutions (Charlestown and Concord) is that there has been no opportunity in either of them to make a reasonable segregation of prisoners. The most desperate and confirmed lawbreaker, who has been many times in prison (not only in this state but in other states) is placed side by side with the young man who has made his first mistake and who, with the right kind of encouragement and assistance, might be returned to society and become a respectable citizen. If, however, he associates from three to five years with hardened criminals, the chances are very much in favor of his becoming a member of that class, and of returning again and again to prison in this state or in other states."

Concord, designed as a prison for those confined in Charlestown, was transformed later into a "reformatory." The report of Mr. Parkhurst does not go into the question of how effective the "reform" has been. The institution has been bitterly criticised and has also had its defenders. Mr. Parkhurst points out, however, that many of the 900 inmates are repeaters. He also indicates the necessity for treating the class of young men from 18 to 25 years of age which has become notorious in the past few years through their exploits as highway robbers and kidnapers, not as first offenders with possibilities of reformation, but as men hardened in crime.

"They are being sent to our prisons in great numbers," he says, "often with very long sentences, and are the most desperate and dangerous men, as a class, now to be cared for in our prisons, and in planning for the future they must be classed with the old time habitual criminals."

The report goes into the system pursued at Norfolk at considerable length. The object of this institution, as has been emphasized repeatedly, is to take men who show some promise of reform and send them back to mingle with reputable people better disposed toward society and better able to become useful citizens than when they went in. It is obvious that this end is made more difficult to accomplish when men whose instincts are those of the habitual criminal are sent there because of political influence or for other reasons.

"It is impossible, in any institution, to have two grades of discipline," says the report, "so that if there is a mixture of the worst criminals, and those who are the least likely to become permanent criminals, the discipline is either too severe for the younger and less criminally inclined, and not severe enough for the hardened criminal. This is true now both at Charlestown and at Concord."

The recommendations made do not entail great expense. The acquisition of land and the construction of a receiving prison, also to contain

the death house, would not be costly. The Norfolk plant is capable of gradual expansion as the necessity arises; and Concord could, with no changes or with but few, be made suitable as a place of confinement for hardened criminals. Both Concord and Charlestown are overcrowded, a condition that invariably makes for discontent and is a cause of trouble.

Mr. Parkhurst's recommendations should carry weight with the governor and the legislature. They are made by a man who is thoroughly familiar with the problem and who is largely responsible for the institution of the Norfolk colony, an experiment that is being followed with interest by penologists the country over. The manner in which offenders against the law are dealt with after conviction is one of the most important factors in dealing with crime. If casual offenders are to be given the opportunity to become experts in the business, we can keep on in the way we have been going, letting them fall under the influence of the hardened criminal, but if it is deemed preferable to return them to society fit to live with others and to take their place in the scheme of things, something along the line that Mr. Parkhurst advises must be done.

There is no question of coddling the criminal. The idea is that the habitual offender, whether highwayman or doormat thief, if he shows that he is confirmed in his way of crime, shall be placed where he will be under the strictest discipline, and where he cannot impart his philosophy of living to the man who has made a false step but who has in him the material for making a good citizen. It is the common sense view to take of the question, not only from the viewpoint of the offender who will grasp the opportunity to live right if given a chance, but also from the viewpoint of society which has to rub elbows with the man released from prison. The majority of those sentenced are in prison for but a few years. Only the minority are permanently segregated from society. If the number that comes back worse than when it went in can be made smaller, society is benefited.

The reception given Bruno Hauptmann at the New Jersey state prison indicates that kidnapping infants is not popular, even among hardened criminals. Or was the booing due to the fact that he was caught?

Not a Politician

ENTERPRISE
Marlboro, Mass.

FEB 26 1935

MARLBORO

HON. THEODORE GLYNN IS C. OF C. SPEAKER

Says Efforts of Board are Worthy of Backing
of the State; Hopes That Industrial Peace
Will Continue

17 MANUFACTURERS REPRESENTED

Annual Banquet at A. O. H. Hall is Successful
Affair; 200 Attend—Mr. Jameson
Praises Leaders

Marlboro—While there was some disappointment evident because of the fact that Governor Curley could not be present at the Chamber of Commerce banquet last night, the annual event, always looked forward to with city wide interest, was nevertheless a splendid success. There were 200 representative citizens present at Hibernian hall to enjoy the dinner and program. The Governor's representative, Honorable Theodore Glynn, coming as the Governor's Ambassador of Good-will was given a hearty reception and his address was of a high calibre and his words of praise for the evidence of the community spirit and wonderful service of the Chamber of Commerce was all that could be expected.

He paid a high tribute to the leaders of the Chamber and the leaders of industry and the citizens in general for the splendid cooperations and spirit that was evident and hoped that the industrial peace of the city would continue.

President Temple Presides

President Winfield Temple presided and following the dinner extended the welcome of the Chamber to those present and to the representatives of Marlboro manufacturing industries, who were guests and occupied places at the head table. In his opening remarks Judge Temple spoke of the friendly feelings and evidence of cooperation between the manufacturers and employees that exist here.

In presenting Robert H. Jameson, chairman of the industrial committee, Judge Temple stated that the organization has been fortunate in having as the head of the industrial committee a man who has devoted several years of earnest effort in getting industrial plants to locate in Marlboro, and also has done much to keep those that were here intact, and maintaining the payrolls of the city.

Mr. Jameson said that he was very glad to say a few words in appreciation to the manufacturers of Marlboro. We have a lot to be thankful for here—first, the leadership of President Winfield Temple; second, for the cooperation of Mayor Lyons for he has always been ready to do all that he can to aid the Chamber and our efforts; third, our banking institutions, who have stood by us, and here, let me say, that in all of the years of depression our banks have stood the test and not a single depositor has ever lost a dollar that has been deposited in our local banks.

"When the Chamber of Commerce funds became depleted and we needed financial aid to carry on our work the Bank always came forward, as did Mr. Temple, Mayor Lyons, G. Fred Bond, William A. Allen, George E. Greeley, Charles W. Curtis, Arthur C. Lamson and Dr. Edward H. Ellis," declared Mr. Jameson.

"Many of our industries here today have been carrying on for many years. They have continued even when there has been little demand for their goods. It is so to a large extent the same here now and I would like to call on the manufacturers here to please stand as the names are called," said Mr. Jameson. Representatives of 17 manufacturing plants responded.

They were the John A. Frye Shoe Company, Marlboro Last Company, B. A. Corbin & Son Company, Koehler Manufacturing Company, Marlboro Wire Goods Company, Frye-Corbin Box Company, Dennison Manufacturing Company, John P. Manning Shoe Company, M. T. Ornstein Shoe Company, Curtis Shoe Com-

pany, Jay Shoe Co., Johnson-Claflin Incorporated, Bent Counter Company, Sulkis Shoe Company, Boyd Brothers, Premier Wood Heel Company and the National Shoe Corporation.

When all the representatives were on their feet they were given a great ovation which lasted for some time.

Mayor Lyons

President Temple in presenting the next speaker said that Mayor Lyons has given splendid cooperation to the Chamber of Commerce and has always been willing to do all possible to help.

The Mayor said: "To me this is the most important public affair. I believe that no city or town is better than its Chamber of Commerce. Marlboro is fortunate in having a good organization and a good board of directors. Nothing counts if the Chamber of Commerce is weak and our industries fail to receive the cooperation that is due them. The taxes we receive from industry keep the city going and our schools in operation," declared the Mayor.

He paid a tribute to the untiring efforts of Mr. Temple and Mr. Jameson in bringing new industries and in giving cooperation to those we already had. "It is splendid to have the manufacturers here this evening. I know that every man, woman and child in the city are glad you are here and in their behalf I extend you all a cordial greeting."

Dr. Edward H. Ellis was presented as one of the outstanding citizens of the city and one always ready to cooperate with the Chamber of Commerce. As Dr. Ellis stood he was given a hearty ovation. Judge Temple then extended his thanks on behalf of the Chamber to Attorney John E. Rice, chairman, and the members of the committee for their good services. He then read a letter from Governor Curley explaining his absence and delegating Hon. Theodore Glynn as his representative at the meeting, and Judge Temple then introduced Mr. Glynn.

Hon. Theodore Glynn

"I come here as the ambassador of good will for Governor Curley, but I cannot be expected to talk with authority on the problems of the day such as he could," said Mr. Glynn, who explained the reason that the Governor could not be present, and extended in his behalf the greetings to the people of Marlboro.

"There have been times," he said, "when I have felt that there has been a lack of cooperation between Chambers of Commerce and communities with industry in some industrial centers, but since I have been at this meeting I

(Continued on Page 2)

ENTERPRISE
Marlboro, Mass.

FEB 26 1935

Heard About Town

The officers and members of the Chamber of Commerce did themselves proud last night at the testimonial dinner given the manufacturers of the city. Only too often do communities forget those men of talent in industry who produce payrolls. And still WHERE WOULD WE BE WITHOUT THEM?

Last night's meeting, presided over by Winfield Temple, head of the chamber, was dignified, yet there was a current of enthusiasm for these guests who control the factories of Marlboro. When asked to rise, seventeen of them, they were given a tremendous ovation, showing the appreciation of the people of this city towards these men who keep the wheels of industry moving. The bankers were also given a big hand, especially Dr. Ellis, for their loyal co-operation in furnishing the money necessary to found the various trusts necessary for factory buildings.

No meeting of this sort would be complete without a word from Chairman R. H. Jameson of the industrial committee. He introduced the manufacturers and gave a short resume of the factors leading up to getting many of them to locate here.

Governor Curley's representative, Theodore Glynn, ambassador of good will, incidentally paid a fine tribute to Marlboro when he mentioned that the Chamber of Commerce has a fine contributory, co-operative spirit, manifested in its many activities.

Many people are prone to take a whack at everything that rises above the trench top—above the ordinary. But YOU GOT TO HAND IT TO OUR CHAMBER. It may muddle through, or it may be luck, as some like to call it, but results count and IT GETS RESULTS. There'd be a whale of a lot of people loafing here since Rice & Hutchins went out if it weren't for a small handful of workers who put the chamber program over.

So you gotta hand it to them and to our manufacturers. We must all work together to make Marlboro a better city, with good paying jobs for every one—a prosperous, happy community.

TELEGRAM

Worcester, Mass.

FEB 26 1935

SENTENCING OF MILLENS, FABER AWAITED TODAY

Slayers of Patrolman at
Needham Will Hear
Doom by Noon

TRIO NOT YET TOLD

Faber Counsel Will Seek
Review; May Appeal
To Gov. Curley

DEDHAM, Feb. 25 (AP)—

The Millen brothers and Abraham Faber idled away the time in Dedham jail tonight apparently unaware that tomorrow they learn the date of their execution.

They will be told to dress in their street clothes in the morning and after breakfast men will come with manacles and take them through well guarded streets to the gray courthouse where Judge Nelson P. Brown, amiable but unyielding jurist, will set the date on which they will die in the electric chair.

Murton and Irving Millen and Faber were convicted of slaying Forbes McLeod on Feb. 2, 1934, as he responded to the burglar alarm of the Needham Trust company while they were robbing it. As they fled, the trio shot down Patrolman Frank O. Haddock, who died shortly afterward and seriously wounded Timothy Coughlin, a fireman.

Murton Trigger Man

Murton Millen, evidence at their trial showed, did the actual shooting of both policemen. In addition, the gang was accused, but never brought to trial, of killing a sporting goods store clerk in Fitchburg and a theater employe in Lynn during holdups. Two other men went on trial for the latter crime but were ordered released when admissions from the Millen-Faber trio exonerated them.

It was doubtful tonight, however, if the doomed men were unaware that something important in their lives was taking place. A detail of 12 state troopers under the command of Lieut. Thomas Mitchell had moved into town along with newspapermen and others interested in the case. The vigilance of guards, remembering the several attempts of the trio to escape, had increased. They again were the big topic of discussion in Dedham.

To Seek Review

William R. Scharton, counsel for Faber, indicated today that tomorrow he would file a petition for a review of his client's case with the State Supreme court. He had originally planned to take this action today. Should he be unsuccessful there, he said, he would appeal to

Continued on Page Eighteen

GAZETTE
Worcester, Mass.
FEB 26 1935

who was named liquidation counsel of closed banks after Governor Curley had criticized what he called unnecessary expense in handling closed bank affairs through hiring special counsel. At the office of the bank commissioner it was said Mr. Faulkner would not only handle the legal affairs of the Bancroft Trust but that he would give the liquidating agent such other assistance as might be possible to expedite the handling of bank affairs.

**MEXICO CITY VISIT
PLANNED BY CURLEY**
Special Dispatch to The Gazette
BOSTON, Feb. 26. — Governor Curley will visit Mexico City "as the personal representative of President Roosevelt" before he returns from his present Southern trip, it was reported today at the State House. The Governor is enroute to Palm Beach, Fla., by train, following a stop-over at Washington, and his chauffeur and personal bodyguard, Sergts. Charles E. Manion and Arthur T. O'Leary of the state police, are on the way South and expected to meet the Governor at Palm Beach.

It was pointed out when Governor Curley left for Washington and Florida it was believed he would try to find time for an airplane visit to Mexico City but the Governor kept to himself the idea he was going on any special mission. Governor Curley conferred with President Roosevelt during the latter's visit to Boston Saturday and the intimation was given the Mexican trip was discussed at that time.

Governor Curley was to have been accompanied from Washington to Palm Beach by Maj. Joseph F. Timilty, his personal aide, and Brig Gen. William I. Rose, adjutant general.

TRANSCRIPT
Holyoke, Mass.

FEB 26 1935

A Mighty Program

The sixty million dollar plan for the setting up of a Connecticut Valley Authority and the development of the valley along modern conservation lines, was talked over at the conference at Washington yesterday at which Governor Curley was present, and assumed the leadership for that and all other New England projects. The Governor declared that the water in the river that runs by our doors and thru our canals was so polluted that "fish can't live in it," and favored a development plant that would look towards "purification, flood control, beautification and fish conservation."

In the matter of power development under federal direction along the Connecticut, Governor Curley and Congressman Citron, author of the bill for setting up the Connecticut Valley Authority, are in disagreement. Gov. Curley says: "We have all the potential power we need," while Congressman Citron holds that more and cheaper power is necessary for many reasons, one of them to hold our textile industries in line.

For those who have not followed the matter closely, it would be well to read the broad scope of the program. The section reads, in part: "for the purpose of erecting, maintaining and operating dams, reservoirs, canals and other works, to control destructive flood waters of the Connecticut River, and its tributaries, to improve the navigability of said river, to devise and carry out plans to eliminate the pollution of said river, and the delivery of waters so stored for domestic and municipal uses, and for the manufacture and delivery of electrical energy for such uses, to acquire by purchase, gift, cession, or condemnation of hill, overflow or marginal lands to be used for cultivating timber, protecting wild life, conserving natural resources and setting aside such lands as timber or game preserves, for public parks, or recreational areas."

TRANSCRIPT
Holyoke, Mass.

FEB 26 1935

combination is really in a class by itself. So here's to Los Angeles, the windiest city!"

Practical politicians at Boston were shocked last week when it was announced Michael J. Ward, former state senator and now representative from the Roxbury district at the State House, was forced out of his other job as chief deputy U. S. Marshal for the Boston district. It had suddenly been discovered that Ward had held the two offices illegally for eighteen months. Ward's friends in Boston were inclined to the belief that the Governor, who is the first and last word in such matters, had gone "high brow" and was getting rid of some of his supporters who had been more enthusiastic than diplomatic in their support. The marshal plum has now been passed on to former Mayor John H. Burke of Medford, who was an original Roosevelt for President man.

TELEGRAM
Worcester, Mass.
FEB 26 1935

**Dr. Pettit, Heard Before
People's Forum, Cites
Federal Sway
STATE RECORD BEST**

**Massachusetts Handles
More of Burden Than
Any Other State**

"We seem to be at the end of an era in our attitude toward relief," Dr. Walter W. Pettit, assistant director of the New York School of Social Work, said last night at the People's Forum. "Hitherto the People's Forum."

**ADDITIONS FOR
OFFICE STAFFS
FIND DISFAVOR**

**Appropriation of \$100,000
For CCC Camp Sites
Also Opposed**

GAS TAX DIVERSION?

**Joint Legislative Group
Grappling to Find
Revenue Source**

By CLINTON P. ROWE

Telegram State House Reporter
BOSTON, Feb. 25.—Nearing the end of its consideration of Governor Curley's \$61,000,000 state budget, the joint committee on ways and means is casting vinegary glances on several of the governor's recommendations, it was reported today.

The committee, according to report, has been polled on and is opposed to allowing much, if any clerical help for the Governor's employment office, which he set up a few weeks ago outside the Executive chambers.

It is also said that the ways and means members in the majority are opposed to allowing Lieut. Gov. Joseph L. Hurley of Fall River the clerical help which the budget calls for.

Camp Site Project

In further mood of disapproval, although it was said that a formal vote has not been taken, the committee was reported as more or less opposed to an appropriation of \$100,000 to be expended in buying camp sites in Massachusetts for establishment of additional CCC units by the federal government.

While little has been said regarding it, the report was current today that tentative plans in connection with the \$100,000 appropriation would call for purchase of additional land adjoining the CCC camp at Douglas.

The surtax proposed by the Governor on income inheritance and corporations taxes is said to be receiving some very cold and calculating glances from several members of the committee, with some doubt existent as to what recommendation it will make regarding that part of the budget.

The highway fund—or more commonly referred to as the gas tax fund—diversion is proving a troublesome problem in committee deliberations. Whether to allow the diversion to hold over until near the end of the session or settle it decisively at an early date is under discussion. The federal law governing contributions to states is involved in this issue.

Hurley's Staff?

According to report, the budget would provide Lieutenant Governor Hurley with four or five members which several Republicans on the ways and means committee are said to regard as rather excessive. Previously, they said, Lieutenant Governors had managed nicely with staffs of two or so persons. It was indicated, however, that the Lieutenant Governor might be allowed something above the normal number, but certainly not four or five persons.

The employment office, which is maintained on the same floor as the Governor's office but operated as a separate unit, was established some weeks ago by the Governor. It is in charge of Frank L. Kane and two or three clerks have been in evidence at different times.

Exactly how far the ways and means committee might go in reducing this force did not appear certain on the face of information which comes out from the executive sessions which have been in progress for some time. Some thought the committee might want to obliterate completely money for any employees and others that they desire to reduce the force drastically.

In discussing the Governor's employment office, some members have said to have held that it operates in conflict with the state employment office, duplicates its work and has not proper place in the general plan of state administration. The Governor established the employment office after hundreds had sought entrance daily to the executive chambers in search of employment.

Democrats in Favor

Democrats generally on the committee, possibly all of them, are said to believe that the \$100,000 should be appropriated to buy land for CCC camps at \$5 an acre. They point out that, although the federal government would build quarters, the land would be owned by the state and that all its equipment eventually would revert to it.

The surtax of 10 per cent on state inheritance and corporation taxes was proposed by the Governor as a means of raising \$3,000,000 that is necessary under the present budget structure. Either the surtax or perhaps a bond issue, said the Governor.

This item has caused much committee discussion, it was reported. Some were said to be unwilling to impose further taxation, although this measure would be paraded forth disguised as an old favorite, "soak the rich." A bond issue has been discussed from time to time, but there are those who feel that the state debt is already as large as it should be.

Vexing Problem

The amount of the state highway fund diversion is a vexatious problem. In 1934 Congress passed an act which, in substance, would penalize heavily on road aid any state which diverted more from the gas tax fund than in the "previous year."

**Henry G. Pond Tells of His Worst Trouble
Down Below: When Tossing Stirs Up
Sediment and Clogs Oil Pipes**

The long heave and the swell of an ocean aroused to fury by Winter storms doesn't mean much to the engine room gang on a transatlantic freighter. For them, no breaking waves smacking high against the bridge and hissing out over the side as she dips her big black nose into another wallow of green. For them, no long vistas of white-caps under a gray sky that breaks now and then to let a wintry sun streak through!

Home From Sea

The engine room gang knows it's rough when the oil-settling tanks swash so hard they send the sediment into suspension and it flows through the feedlines to

will come space of ti up and bring back This is weather n a disturba eastward, bringing South. B powered area from glion whic

A. L. M
IS WO

ard About Town

officers and members of the Chamber
merce did themselves proud last night
estimonial dinner given the manufac-
the city. Only too often do com-
forget those men of talent in industry
duce payrolls. And still WHERE
WE BE WITHOUT THEM?

night's meeting, presided over by
Temple, head of the chamber, was
yet there was a current of enthusiasm
e guests who control the factories of
p. When asked to rise, seventeen of
ey were given a tremendous ovation,
the appreciation of the people of this
ards these men who keep the wheels of
moving. The bankers were also given
nd, especially Dr. Ellis, for their loyal
tion in furnishing the money necessary
the various trusts necessary for fac-
dings.

meeting of this sort would be com-
hout a word from Chairman R. H.
of the industrial committee. He intro-
the manufacturers and gave a short
of the factors leading up to getting
them to locate here.

vernor Curley's representative, Theo-
ynn, ambassador of good will, inciden-
d a fine tribute to Marlboro when he
ed that the Chamber of Commerce has
contributory, co-operative spirit, mani-
ts many activities.

any people are prone to take a whack
thing that rises above the trench top—
he ordinary. But YOU GOT TO HAND
OUR CHAMBER. It may muddle
or it may be luck, as some like to call
results count and IT GETS RESULTS
be a whale of a lot of people loafing
nce Rice & Hutchins went out if it
for a small handful of workers who
chamber program over.

o you gotta hand it to them and to our
cturers. We must all work together to
Marlboro a better city, with good paying
er every one—a prosperous, happy com-

TELEGRAM

Worcester, Mass.

FEB 26 1935

SENTENCING OF MILLENS, FABER AWAITED TODAY

Slayers of Patrolman at
Needham Will Hear
Doom by Noon

TRIO NOT YET TOLD

Faber Counsel Will Seek
Review; May Appeal
To Gov. Curley

DEDHAM, Feb. 25 (AP)—

The Millen brothers and Abra-
ham Faber idled away the time
in Dedham jail tonight appar-
ently unaware that tomorrow
they learn the date of their ex-
ecution.

They will be told to dress in their
street clothes in the morning and
after breakfast men will come with
manacles and take them through
well guarded streets to the gray
courthouse where Judge Nelson P.
Brown, amiable but unyielding
jurist, will set the date on which
they will die in the electric chair.

Murton and Irving Millen and
Faber were convicted of slaying
Forbes McLeod on Feb. 2, 1934, as
he responded to the burglar alarm
of the Needham Trust company
while they were robbing it. As they
fled, the trio shot down Patrolman
Frank O. Haddock, who died
shortly afterward and seriously
wounded Timothy Coughlin, a fire-
man.

Murton Trigger Man

Murton Millen, evidence at their
trial showed, did the actual shoot-
ing of both policemen. In addition,
the gang was accused, but never
brought to trial, of killing a sport-
ing goods store clerk in Fitchburg
and a theater employe in Lynn dur-
ing holdups. Two other men went
on trial for the latter crime but
were ordered released when admis-
sions from the Millen-Faber trio
exonerated them.

It was doubtful tonight, however,
if the doomed men were unaware
that something important in their
lives was taking place. A detail of
12 state troopers under the com-
mand of Lieut. Thomas Mitchell
had moved into town along with
newspapermen and others interest-
ed in the case. The vigilance of
guards, remembering the several
attempts of the trio to escape, had
increased. They again were the big
topic of discussion in Dedham.

To Seek Review

William R. Scharton, counsel for
Faber, indicated today that tomor-
row he would file a petition for a
review of his client's case with the
State Supreme court. He had origi-
nally planned to take this action
today. Should he be unsuccessful
there, he said, he would appeal to

Continued on Page Eighteen

GAZETTE
Worcester, Mass.
FEB 26 1935

who was named liquidation counsel of closed banks after Governor Curley had criticized what he called unnecessary expense in handling closed bank affairs through hiring special counsel. At the office of the bank commissioner it was said Mr. Faulkner would not only handle the legal affairs of the Bancroft Trust but that he would give the liquidating agent such other assistance as might be possible to expedite the handling of bank affairs.

MEXICO CITY VISIT PLANNED BY CURLEY

Special Dispatch to The Gazette
BOSTON, Feb. 26. — Governor Curley will visit Mexico City "as the personal representative of President Roosevelt" before he returns from his present Southern trip, it was reported today at the State House. The Governor is enroute to Palm Beach, Fla., by train, follow-

ing a stop-over at Washington, and his chauffeur and personal bodyguard, Sergts. Charles E. Manion and Arthur T. O'Leary of the state police, are on the way South and expected to meet the Governor at Palm Beach.

It was pointed out when Governor Curley left for Washington and Florida it was believed he would try to find time for an airplane visit to Mexico City but the Governor kept to himself the idea he was going on any special mission. Governor Curley conferred with President Roosevelt during the latter's visit to Boston Saturday and the intimation was given the Mexican trip was discussed at that time.

Governor Curley was to have been accompanied from Washington to Palm Beach by Maj. Joseph F. Timilty, his personal aide, and Brig Gen. William I. Rose, adjutant general.

TRANSCRIPT Holyoke, Mass.

FEB 26 1935

A Mighty Program

The sixty million dollar plan for the setting up of a Connecticut Valley Authority and the development of the valley along modern conservation lines, was talked over at the conference at Washington yesterday at which Governor Curley was present, and assumed the leadership for that and all other New England projects. The Governor declared that the water in the river that runs by our doors and thru our canals was so polluted that "fish can't live in it," and favored a development plant that would look towards "purification, flood control, beautification and fish conservation."

In the matter of power development under federal direction along the Connecticut, Governor Curley and Congressman Citron, author of the bill for setting up the Connecticut Valley Authority, are in disagreement. Gov. Curley says: "We have all the potential power we need," while Congressman Citron holds that more and cheaper power is necessary for many reasons, one of them to hold our textile industries in line.

For those who have not followed the matter closely, it would be well to read the broad scope of the program. The section reads, in part: "for the purpose of erecting, maintaining and operating dams, reservoirs, canals and other works, to control destructive flood waters of the Connecticut River, and its tributaries, to improve the navigability of said river, to devise and carry out plans to eliminate the pollution of said river, and the delivery of waters so stored for domestic and municipal uses, and for the manufacture and delivery of electrical energy for such uses, to acquire by purchase, gift, cession, or condemnation of hill, overflow or marginal lands to be used for cultivating timber, protecting wild life, conserving natural resources and setting aside such lands as timber or game preserves, for public parks, or recreational areas."

TELEGRAM
Worcester, Mass.
FEB 26 1935

Dr. Pettit, Heard Before People's Forum, Cites Federal Sway

STATE RECORD BEST

Massachusetts Handles More of Burden Than Any Other State

"We seem to be at the end of an era in our attitude toward relief," Dr. Walter W. Pettit, assistant director of the New York School of Social Work, said last night at the People's Forum. "Fifth-

Henry G. Pond Tells of His Worst Trouble Down Below: When Tossing Stirs Up Sediment and Clogs Oil Pipes

The long heave and the swell of an ocean aroused to fury by Winter storms doesn't mean much to the engine room gang on a transatlantic freighter. For them, no breaking waves smacking high against the bridge and hissing out over the side as she dips her big black nose into another wallow of green. For them, no long vistas of white-caps under a gray sky that breaks now and then to let a wintry sun streak through!

Home From Sea

The engine room gang knows it's rough when the oil-settling tanks swash so hard they send the sediment into suspension and it flows through the feedlines to

will come first, for a very short space of time, then it will clear up and colder weather will bring back Winter.

This is all conveyed in the weather man's explanation that a disturbance has moved north-eastward over the country, bringing warm winds from the South. But this will be overpowered by a high pressure area from the Great Lakes region which spells cold weather.

A. L. MEMBER DRIVE IS WON BY 'TIGERS'

TRANSCRIPT Holyoke, Mass.

FEB 26 1935

combination is really in a class by itself. So here's to Los Angeles, the windiest city!"

Practical politicians at Boston were shocked last week when it was announced Michael J. Ward, former state senator and now representative from the Roxbury district at the State House, was forced out of his other job as chief deputy U. S. Marshal for the Boston district. It had suddenly been discovered that Ward had held the two offices illegally for eighteen months. Ward's friends in Boston were inclined to the belief that the Governor, who is the first and last word in such matters, had gone "high brow" and was getting rid of some of his supporters who had been more enthusiastic than diplomatic in their support. The marshal plum has now been passed on to former Mayor John H. Burke of Medford, who was an original Roosevelt for President man.

ADDITIONS FOR OFFICE STAFFS FIND DISFAVOR

Appropriation of \$100,000 For CCC Camp Sites Also Opposed

GAS TAX DIVERSION?

Joint Legislative Group Grappling to Find Revenue Source

By CLINTON P. ROWE

Telegram State House Reporter

BOSTON, Feb. 25.—Nearing the end of its consideration of Governor Curley's \$61,000,000 state budget, the joint committee on ways and means is casting vinegary glances on several of the governor's recommendations, it was reported today.

The committee, according to report, has been polled on and is opposed to allowing much, if any clerical help for the Governor's employment office, which he set up a few weeks ago outside the Executive chambers.

It is also said that the ways and means members in the majority are opposed to allowing Lieut. Gov. Joseph L. Hurley of Fall River the clerical help which the budget calls for.

Camp Site Project

In further mood of disapproval, although it was said that a formal vote has not been taken, the committee was reported as more or less opposed to an appropriation of \$100,000 to be expended in buying camp sites in Massachusetts for establishment of additional CCC units by the federal government.

While little has been said regarding it, the report was current today that tentative plans in connection with the \$100,000 appropriation would call for purchase of additional land adjoining the CCC camp at Douglas.

The surtax proposed by the Governor on income inheritance and corporations taxes is said to be receiving some very cold and calculating glances from several members of the committee, with some doubt existent as to what recommendation it will make regarding that part of the budget.

The highway fund—or more commonly referred to as the gas tax fund—diversion is proving a troublesome problem in committee deliberations. Whether to allow the diversion to hold over until near the end of the session or settle it decisively at an early date is under discussion. The federal law governing contributions to states is involved in this issue.

Hurley's Staff?

According to report, the budget would provide Lieutenant Governor Hurley with four or five members which several Republicans on the ways and means committee are said to regard as rather excessive. Previously, they said, Lieutenant Governors had managed nicely with staffs of two or so persons. It was indicated, however, that the Lieutenant Governor might be allowed something above the normal number, but certainly not four or five persons.

The employment office, which is maintained on the same floor as the Governor's office but operated as a separate unit, was established some weeks ago by the Governor. It is in charge of Frank L. Kane and two or three clerks have been in evidence at different times.

Exactly how far the ways and means committee might go in reducing this force did not appear certain on the face of information which comes out from the executive sessions which have been in progress for some time. Some thought the committee might want to obliterate completely money for any employees and others that they desire to reduce the force drastically.

In discussing the Governor's employment office, some members have said to have held that it operates in conflict with the state employment office, duplicates its work and has not proper place in the general plan of state administration. The Governor established the employment office after hundreds had sought entrance daily to the executive chambers in search of employment.

Democrats in Favor

Democrats generally on the committee, possibly all of them, are said to believe that the \$100,000 should be appropriated to buy land for CCC camps at \$5 an acre. They point out that, although the federal government would build quarters, the land would be owned by the state and that all its equipment eventually would revert to it.

The surtax of 10 per cent on state inheritance and corporation taxes

was proposed by the Governor as a means of raising \$3,000,000 that is necessary under the present budget structure. Either the surtax or perhaps a bond issue, said the Governor.

This item has caused much committee discussion, it was reported. Some were said to be unwilling to impose further taxation, although this measure would be paraded forth disguised as an old favorite, "soak the rich." A bond issue has been discussed from time to time, but there are those who feel that the state debt is already as large as it should be.

Vexing Problem

The amount of the

ENTERPRISE
Marlboro, Mass.

FEB 26 1935

Heard About Town

The officers and members of the Chamber of Commerce did themselves proud last night at the testimonial dinner given the manufacturers of the city. Only too often do communities forget those men of talent in industry who produce payrolls. And still WHERE WOULD WE BE WITHOUT THEM?

Last night's meeting, presided over by Winfield Temple, head of the chamber, was dignified, yet there was a current of enthusiasm for these guests who control the factories of Marlboro. When asked to rise, seventeen of them, they were given a tremendous ovation, showing the appreciation of the people of this city towards these men who keep the wheels of industry moving. The bankers were also given a big hand, especially Dr. Ellis, for their loyal co-operation in furnishing the money necessary to found the various trusts necessary for factory buildings.

No meeting of this sort would be complete without a word from Chairman R. H. Jameson of the industrial committee. He introduced the manufacturers and gave a short resume of the factors leading up to getting many of them to locate here.

Governor Curley's representative, Theodore Glynn, ambassador of good will, incidentally paid a fine tribute to Marlboro when he mentioned that the Chamber of Commerce has a fine contributory, co-operative spirit, manifest in its many activities.

Many people are prone to take a whack at everything that rises above the trench top—above the ordinary. But YOU GOT TO HAND IT TO OUR CHAMBER. It may muddle through, or it may be luck, as some like to call it, but results count and IT GETS RESULTS. There'd be a whale of a lot of people loafing here since Rice & Hutchins went out if it weren't for a small handful of workers who put the chamber program over.

So you gotta hand it to them and to our manufacturers. We must all work together to make Marlboro a better city, with good paying jobs for every one—a prosperous, happy community.

TELEGRAM
Worcester, Mass.
FEB 26 1935

SENTENCING OF MILLENS, FABER AWAITED TODAY

Slayers of Patrolman at
Needham Will Hear
Doom by Noon

TRIO NOT YET TOLD

Faber Counsel Will Seek
Review; May Appeal
To Gov. Curley

DEDHAM, Feb. 25 (AP)—

The Millen brothers and Abraham Faber idled away the time in Dedham jail tonight apparently unaware that tomorrow they learn the date of their execution.

They will be told to dress in their street clothes in the morning and after breakfast men will come with manacles and take them through well guarded streets to the gray courthouse where Judge Nelson P. Brown, amiable but unyielding jurist, will set the date on which they will die in the electric chair.

Murton and Irving Millen and Faber were convicted of slaying Forbes McLeod on Feb. 2, 1934, as he responded to the burglar alarm of the Needham Trust company while they were robbing it. As they fled, the trio shot down Patrolman Frank O. Haddock, who died shortly afterward and seriously wounded Timothy Coughlin, a fireman.

Murton Trigger Man

Murton Millen, evidence at their trial showed, did the actual shooting of both policemen. In addition, the gang was accused, but never brought to trial, of killing a sporting goods store clerk in Fitchburg and a theater employe in Lynn during holdups. Two other men went on trial for the latter crime but were ordered released when admissions from the Millen-Faber trio exonerated them.

It was doubtful tonight, however, if the doomed men were unaware that something important in their lives was taking place. A detail of 12 state troopers under the command of Lieut. Thomas Mitchell had moved into town along with newspapermen and others interested in the case. The vigilance of guards, remembering the several attempts of the trio to escape, had increased. They again were the big topic of discussion in Dedham.

To Seek Review

William R. Scharton, counsel for Faber, indicated today that tomorrow he would file a petition for a review of his client's case with the State Supreme court. He had originally planned to take this action today. Should he be unsuccessful there, he said, he would appeal to

Continued on Page Eighteen

ner would not only handle the legal affairs of the Bancroft Trust but that he would give the liquidating agent such other assistance as might be possible to expedite the handling of bank affairs.

MEXICO CITY VISIT PLANNED BY CURLEY

Special Dispatch to The Gazette
BOSTON, Feb. 26. — Governor Curley will visit Mexico City "as the personal representative of President Roosevelt" before he returns from his present Southern trip, it was reported today at the State House. The Governor is enroute to Palm Beach, Fla., by train, follow-

It was pointed out when Governor Curley left for Washington and Florida it was believed he would try to find time for an airplane visit to Mexico City but the Governor kept to himself the idea he was going on any special mission. Governor Curley conferred with President Roosevelt during the latter's visit to Boston Saturday and the intimation was given the Mexican trip was discussed at that time.

Governor Curley was to have been accompanied from Washington to Palm Beach by Maj. Joseph F. Timilty, his personal aide, and Brig Gen. William I. Rose, adjutant general.

TRANSCRIPT Holyoke, Mass.

FEB 26 1935

A Mighty Program

The sixty million dollar plan for the setting up of a Connecticut Valley Authority and the development of the valley along modern conservation lines, was talked over at the conference at Washington yesterday at which Governor Curley was present, and assumed the leadership for that and all other New England projects. The Governor declared that the water in the river that runs by our doors and thru our canals was so polluted that "fish can't live in it," and favored a development plan that would look towards "purification, flood control, beautification and fish conservation."

In the matter of power development under federal direction along the Connecticut, Governor Curley and Congressman Citron, author of the bill for setting up the Connecticut Valley Authority, are in disagreement. Gov. Curley says: "We have all the potential power we need," while Congressman Citron holds that more and cheaper power is necessary for many reasons, one of them to hold our textile industries in line.

For those who have not followed the matter closely, it would be well to read the broad scope of the program. The section reads, in part: "for the purpose of erecting, maintaining and operating dams, reservoirs, canals and other works, to control destructive flood waters of the Connecticut River, and its tributaries, to improve the navigability of said river, to devise and carry out plans to eliminate the pollution of said river, and the delivery of waters so stored for domestic and municipal uses, and for the manufacture and delivery of electrical energy for such uses, to acquire by purchase, gift, cession, or condemnation of hill, overflow or marginal lands to be used for cultivating timber, protecting wild life, conserving natural resources and setting aside such lands as timber or game preserves, for public parks, or recreational areas."

Massachusetts More of Burden Than Any Other State

"We seem to be at the end of an era in our attitude toward relief," Dr. Walter W. Pettit, assistant director of the New York School of Social Work, said last night at the People's Forum. "Hith-

Winter storms don't seem to be transatlantic freighter. For them, no breaking waves smacking high against the bridge and hissing out over the side as she dips her big black nose into another wallow of green. For them, no long vistas of white-caps under a gray sky that breaks now and then to let a wintry sun streak through!

Home From Sea

The engine room gang knows it's rough when the oil-settling tanks swash so hard they send the sediment into suspension and it flows through the feedlines to

ADDITIONS FOR OFFICE STAFFS FIND DISFAVOR

Appropriation of \$100,000
For CCC Camp Sites
Also Opposed

GAS TAX DIVERSION?

Joint Legislative Group
Grappling to Find
Revenue Source

By CLINTON P. ROWE
Telegram State House Reporter

BOSTON, Feb. 25.—Nearing the end of its consideration of Governor Curley's \$31,000,000 state budget, the joint committee on ways and means is casting vinegary glances on several of the governor's recommendations, it was reported today.

The committee, according to report, has been polled on and is opposed to allowing much, if any clerical help for the Governor's employment office, which he set up a few weeks ago outside the Executive chambers.

It is also said that the ways and means members in the majority are opposed to allowing Lieut. Gov. Joseph L. Hurley of Fall River the clerical help which the budget calls for.

Camp Site Project

In further mood of disapproval, although it was said that a formal vote has not been taken, the committee was reported as more or less opposed to an appropriation of \$100,000 to be expended in buying camp sites in Massachusetts for establishment of additional CCC units by the federal government.

While little has been said regarding it, the report was current today that tentative plans in connection with the \$100,000 appropriation would call for purchase of additional land adjoining the CCC camp at Douglas.

The surtax proposed by the Governor on income inheritance and corporations taxes is said to be receiving some very cold and calculating glances from several members of the committee, with some doubt existent as to what recommendation it will make regarding that part of the budget.

The highway fund—or more commonly referred to as the gas tax fund—diversion is proving a troublesome problem in committee deliberations. Whether to allow the diversion to hold over until near the end of the session or settle it decisively at an early date is under discussion. The federal law governing contributions to states is involved in this issue.

Hurley's Staff?

According to report, the budget would provide Lieutenant Governor Hurley with four or five members which several Republicans on the ways and means committee are said to regard as rather excessive. Previously, they said, Lieutenant Governors had managed nicely with staffs of two or so persons. It was indicated, however, that the Lieutenant Governor might be allowed something above the normal number, but certainly not four or five persons.

The employment office, which is maintained on the same floor as the Governor's office but operated as a separate unit, was established some weeks ago by the Governor. It is in charge of Frank L. Kane and two or three clerks have been in evidence at different times.

Exactly how far the ways and means committee might go in reducing this force did not appear certain on the face of information which comes out from the executive sessions which have been in progress for some time. Some thought the committee might want to obliterate completely money for any employees and others that they desire to reduce the force drastically.

In discussing the Governor's employment office, some members have said to have held that it operates in conflict with the state employment office, duplicates its work and has not proper place in the general plan of state administration. The Governor established the employment office after hundreds had sought entrance daily to the executive chambers in search of employment.

Democrats in Favor

Democrats generally on the committee, possibly all of them, are said to believe that the \$100,000 should be appropriated to buy land for CCC camps at \$5 an acre. They point out that, although the federal government would build quarters, the land would be owned by the state and that all its equipment eventually would revert to it.

The surtax of 10 per cent on state inheritance and corporation taxes

was proposed by the Governor as a means of raising \$3,000,000 that is necessary under the present budget structure. Either the surtax or perhaps a bond issue, said the Governor.

This item has caused much committee discussion, it was reported. Some were said to be unwilling to impose further taxation, although this measure would be paraded forth disguised as an old favorite, "soak the rich." A bond issue has been discussed from time to time, but there are those who feel that the state debt is already as large as it should be.

Vexing Problem

The amount of the state highway fund diversion is a vexatious problem. In 1934 Congress passed an act which, in substance, would penalize heavily on road aid any state which diverted more from the gas tax fund than in the "previous year."

If the previous year meant 1934, the state could divert \$10,000,000. If it means 1933, as many now fear it does, in view of the date of the Federal legislation, it would mean a diversion of only \$8,000,000. If only \$8,000,000 were diverted, that would mean \$2,000,000 would be necessary for some source, unless, of course, the budget were drastically reduced. It probably will be reduced by the committee, but just what the reduction will be is still a matter of speculation.

The 21 Democrats who voted for the wage amendment and who were contacted today in an informal poll, are: Adams, Black, Bone, Bulkley, Costigan, Donahey, Loneragan, Long, McCarran, McGill, Maloney, Murray, Neely, O'Mahoney, Reynolds, Schwellenbach, Truman, Van Nuys, Wagner, Walsh and Wheeler.

ENTERPRISE
Marlboro, Mass.

FEB 26 1935

Heard About Town

The officers and members of the Chamber of Commerce did themselves proud last night at the testimonial dinner given the manufacturers of the city. Only too often do communities forget those men of talent in industry who produce payrolls. And still WHERE WOULD WE BE WITHOUT THEM?

Last night's meeting, presided over by Winfield Temple, head of the chamber, was dignified, yet there was a current of enthusiasm for these guests who control the factories of Marlboro. When asked to rise, seventeen of them, they were given a tremendous ovation, showing the appreciation of the people of this city towards these men who keep the wheels of industry moving. The bankers were also given a big hand, especially Dr. Ellis, for their loyal co-operation in furnishing the money necessary to found the various trusts necessary for factory buildings.

No meeting of this sort would be complete without a word from Chairman R. H. Jameson of the industrial committee. He introduced the manufacturers and gave a short resume of the factors leading up to getting many of them to locate here.

Governor Curley's representative, Theodore Glynn, ambassador of good will, incidentally paid a fine tribute to Marlboro when he mentioned that the Chamber of Commerce has a fine contributory, co-operative spirit, manifest in its many activities.

Many people are prone to take a whack at everything that rises above the trench top—above the ordinary. But YOU GOT TO HAND IT TO OUR CHAMBER. It may muddle through, or it may be luck, as some like to call it, but results count and IT GETS RESULTS. There'd be a whale of a lot of people loafing here since Rice & Hutchins went out if it weren't for a small handful of workers who put the chamber program over.

So you gotta hand it to them and to our manufacturers. We must all work together to make Marlboro a better city, with good paying jobs for every one—a prosperous, happy community.

TELEGRAM
Worcester, Mass.

FEB 26 1935

SENTENCING OF MILLENS, FABER AWAITED TODAY

Slayers of Patrolman at
Needham Will Hear
Doom by Noon

TRIO NOT YET TOLD

Faber Counsel Will Seek
Review; May Appeal
To Gov. Curley

DEDHAM, Feb. 25 (AP)—

The Millen brothers and Abraham Faber idled away the time in Dedham jail tonight apparently unaware that tomorrow they learn the date of their execution.

They will be told to dress in their street clothes in the morning and after breakfast men will come with manacles and take them through well guarded streets to the gray courthouse where Judge Nelson P. Brown, amiable but unyielding jurist, will set the date on which they will die in the electric chair. Murton and Irving Millen and Faber were convicted of slaying Forbes McLeod on Feb. 2, 1934, as he responded to the burglar alarm of the Needham Trust company while they were robbing it. As they fled, the trio shot down Patrolman Frank O. Haddock, who died shortly afterward and seriously wounded Timothy Coughlin, a fireman.

Murton Trigger Man

Murton Millen, evidence at their trial showed, did the actual shooting of both policemen. In addition, the gang was accused, but never brought to trial, of killing a sporting goods store clerk in Fitchburg and a theater employee in Lynn during holdups. Two other men went on trial for the latter crime but were ordered released when admissions from the Millen-Faber trio exonerated them.

It was doubtful tonight, however, if the doomed men were unaware that something important in their lives was taking place. A detail of 12 state troopers under the command of Lieut. Thomas Mitchell had moved into town along with newspapermen and others interested in the case. The vigilance of guards, remembering the several attempts of the trio to escape, had increased. They again were the big topic of discussion in Dedham.

To Seek Review

William R. Scharton, counsel for Faber, indicated today that tomorrow he would file a petition for a review of his client's case with the State Supreme court. He had originally planned to take this action today. Should he be unsuccessful there, he said, he would appeal to

Continued on Page Eighteen

Press Clipping Service
2 Park Square
BOSTON MASS.

GAZETTE
Worcester, Mass.
FEB 26 1935

who was named liquidation coun-ll

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Worcester, Mass.
FEB 26 1935

COMMITTEE FROWNS ON CURLEY'S BUDGET

dent Roosevelt. During his return from his present Southern trip, it was reported today at the State House. The Governor is enroute to Palm Beach, Fla., by train, follow-

been accompanied from Washington to Palm Beach by Maj. Joseph F. Timilty, his personal aide, and Brig Gen. William I. Rose, adjutant general.

TRANSCRIPT
Holyoke, Mass.

FEB 26 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Holyoke, Mass.

FEB 26 1935

combination is really in a class by itself. So here's to Los Angeles, the windiest city!"

Practical politicians at Boston were shocked last week when it was announced Michael J. Ward, former state senator and now representative from the Roxbury district at the State House, was forced out of his other job as chief deputy U. S. Marshal for the Boston district. It had suddenly been discovered that Ward had held the two offices illegally for eighteen months. Ward's friends in Boston were inclined to the belief that the Governor, who is the first and last word in such matters, had gone "high brow" and was getting rid of some of his supporters who had been more enthusiastic than diplomatic in their support. The marshal plum has now been passed on to former Mayor John H. Burke of Medford, who was an original Roosevelt for President man.

A Mighty Program

The sixty million dollar plan for the setting up of a Connecticut Valley Authority and the development of the valley along modern conservation lines, was talked over at the conference at Washington yesterday at which Governor Curley was present, and assumed the leadership for that and all other New England projects. The Governor declared that the water in the river that runs by our doors and thru our canals was so polluted that "fish can't live in it" and favored a development plant that would look towards "purification, flood control, beautification and fish conservation."

In the matter of power development under federal direction along the Connecticut, Governor Curley and Congressman Citron, author of the bill for setting up the Connecticut Valley Authority, are in disagreement. Gov. Curley says: "We have all the potential power we need," while Congressman Citron holds that more and cheaper power is necessary for many reasons. One of them to hold our textile industries in line.

For those who have not followed the matter closely, it would be well to read the broad scope of the program. The section reads, in part: "for the purpose of erecting, maintaining and operating dams, reservoirs, canals and other works, to control destructive flood waters of the Connecticut River, and its tributaries, to improve the navigability of said river, to devise and carry out plans to eliminate the pollution of said river, and the delivery of waters so stored for domestic and municipal uses, and for the manufacture and delivery of electrical energy for such uses, to acquire by purchase, gift, cession, or condemnation of hill, overflow or marginal lands to be used for cultivating timber, protecting wild life, conserving natural resources and setting aside such lands as timber or game preserves, for public parks, or recreational areas."

ADDITIONS FOR OFFICE STAFFS FIND DISFAVOR

Appropriation of \$100,000
For CCC Camp Sites
Also Opposed

GAS TAX DIVERSION?

Joint Legislative Group
Grappling to Find
Revenue Source

By CLINTON P. ROWE
Telegram State House Reporter

BOSTON, Feb. 25.—Nearing the end of its consideration of Governor Curley's \$61,000,000 state budget, the joint committee on ways and means is casting vinegary glances on several of the governor's recommendations, it was reported today.

The committee, according to report, has been polled on and is opposed to allowing much, if any clerical help for the Governor's employment office, which he set up a few weeks ago outside the Executive chambers.

It is also said that the ways and means members in the majority are opposed to allowing Lieut. Gov. Joseph L. Hurley of Fall River the clerical help which the budget calls for.

Camp Site Project

In further mood of disapproval, although it was said that a formal vote has not been taken, the committee was reported as more or less opposed to an appropriation of \$100,000 to be expended in buying camp sites in Massachusetts for establishment of additional CCC units by the federal government.

While little has been said regarding it, the report was current today that tentative plans in connection with the \$100,000 appropriation would call for purchase of additional land adjoining the CCC camp at Douglas.

The surtax proposed by the Governor on income inheritance and corporations taxes is said to be receiving some very cold and calculating glances from several members of the committee, with some doubt existent as to what recommendation it will make regarding that part of the budget.

The highway fund—or more commonly referred to as the gas tax fund—diversion is proving a troublesome problem in committee deliberations. Whether to allow the diversion to hold over until near the end of the session or settle it decisively at an early date is under discussion. The federal law governing contributions to states is involved in this issue.

Hurley's Staff?

According to report, the budget would provide Lieutenant Governor Hurley with four or five members which several Republicans on the ways and means committee are said to regard as rather excessive. Previously, they said, Lieutenant Governors had managed nicely with staffs of two or so persons. It was indicated, however, that the Lieutenant Governor might be allowed something above the normal number, but certainly not four or five persons.

The employment office, which is maintained on the same floor as the Governor's office but operated as a separate unit, was established some weeks ago by the Governor. It is in charge of Frank L. Kane and two or three clerks have been in evidence at different times.

Exactly how far the ways and means committee might go in reducing this force did not appear certain on the face of information which comes out from the executive sessions which have been in progress for some time. Some thought the committee might want to obliterate completely money for any employees and others that they desire to reduce the force drastically.

In discussing the Governor's employment office, some members have said to have held that it operates in conflict with the state employment office, duplicates its work and has not proper place in the general plan of state administration. The Governor established the employment office after hundreds had sought entrance daily to the executive chambers in search of employment.

Democrats in Favor

Democrats generally on the committee, possibly all of them, are said to believe that the \$100,000 should be appropriated to buy land for CCC camps at \$5 an acre. They point out that, although the federal government would build quarters, the land would be owned by the state and that all its equipment eventually would revert to it.

The surtax of 10 per cent on state inheritance and corporation taxes was proposed by the Governor as

TELEGRAM
Worcester, Mass.

FEB 26 1935

UP TO F. D. R., CURLEY IS TOLD

FEB 26, 1935.

Senator Walsh Speaks For
Solons at Governor's
Tariff Parley

CODES DISCUSSED

Levies, NRA Rules Affect-
ing New England Placed
At President's Door

By
RALPH COOLIDGE MULLIGAN
Telegram Washington
Correspondent

WASHINGTON, Feb. 25. — Gov. James M. Curley of Massachusetts is enroute to Palm Beach tonight for a week's holiday after depositing in the laps of the Massachusetts Congressional delegation the problems of more tariff protection for New England industries. More federal money for public works and unemployment relief, and the remedying of existing wage differentials in the textile industry—between North and South—which are now crucifying the New England mills.

The high spot in Governor Curley's stop over in Washington is enroute South was a luncheon and conference at the Mayflower hotel attended by Senators Walsh and Coolidge and as many of the Massachusetts members of the House as were in town. Republicans as well as Democrats. The luncheon was not limited to Massachusetts. It was in reality a New England affair, with Governor Brann of Maine and several other New England Governors, Senators and members of Congress in attendance.

It was hard to say whether textiles or fisheries or public works was the dominant note. The speechmaking partook of all three. Rep. Pehr G. Holmes of Worcester, in commenting on the meeting, said "Governor Curley made the best high protective tariff speech I ever listened to. It is too bad that his views on this question count for more than join with the Governor in asking the Administration for a square deal for Massachusetts."

Senator Walsh asked if there was any representative of the textile industry present who could say what New England textile manufacturers were themselves doing to obtain revisions of their own textile code. There was no response. Governor Curley said in substance that "we must revise the textile code in spite of the industry, for the aid of Massachusetts mills."

Continued on Page Eighteen

On "Passing the Buck"

The luncheon and conference was a two-hour affair, with every outward show of harmony and considerable off the record private comment as to who was passing the buck to who.

The conference served to illuminate the fact that up to now all the fanfare about the new benefits by way of Federal grants of funds which Massachusetts was to obtain in Washington, and new solution of long standing handicaps imposed on New England industries by code differentials, processing taxes and other New Deal innovations have produced no tangible results whatever. Governor Curley was accompanied here, by Adjutant General William I. Rose, Major Joseph K. Timilty the Governor's military aide, Secretary Hoy and Peter F. Tague, the Curley candidate for the Boston postmastership who has been at Governor Curley's elbow on all of his recent Washington trips.

\$200,000,000 Program Of Works Discussed

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$200,000,000 program of federal improvements was asked today by Governor Curley of Massachusetts at a conference with northeastern Senators and Representatives. The program as outlined, called for:

1. Expenditure of \$100,000,000 for federal funds for Merrimack valley and Connecticut valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England states.
3. Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Governor Curley outlined the Connecticut and Merrimack valley projects, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Governors Confer

Prior to the conference, Governors Curley, Bridges of New Hampshire and Brann of Maine, conferred with Public Works Administrator Ickes on the projects and said afterward they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimack valley project, probably would be sent to the New Hampshire and Massachusetts Legislatures this week.

The entire work, the Governors

ROADS PUT ROOSEVELT

said, should be paid for in full by the federal government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

Railroad Consolidation

"Arrangements were considered," Curley said, "for an early conference of New England Governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven & Hartford railroad that are selling in the open market for about one-third of their par value."

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of the governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

"New England Conscious"

After the meeting today, Representative Brewster (R., Me.) said the problem at present "is to make the President New England conscious."

Merrimack Valley Authority Is Planned

BOSTON, Feb. 25 (AP)—Establishment of a board to be known as the Merrimack Valley authority, to act in co-operation with the state of New Hampshire in the proposed \$40,000,000 Merrimack Valley development was filed today in the State Senate.

The measure was offered in behalf of Governor Curley by Senators William F. McCarty of Lowell, James P. Meehan of Lawrence and Charles A. P. McAree of Haverhill.

The bill did not state how many members of the board would have, but did propose their appointment and the fixing of their salary by the Governor.

The Senate suspended the rules to admit the bill and referred it to the legislative committee on state administration for a hearing and a report.

DEMOCRATS FIRM

POST

Worcester, Mass.

FEB 26 1935

Release Figures on Rate Reductions

No Mention Made as to
Effect on Worcester

(Special to The Post)

STATE HOUSE, Boston, Feb. 26.—Gov. Curley's office this afternoon made public a summary of the rate reductions brought into effect by the special committee appointed to investigate present rates. The rates submitted are in block form and submitted in most cases by holding companies. What the rate schedules of the Worcester Electric Light Co. and the Worcester Gas Light Co. will be have not been made known.

The New England Power Association which operates the Worcester Electric Light Co. and practically all of the other companies outside of Boston, announced a rate reduction of \$837,500 for all of its companies in the state. Last year alone the Worcester Electric Light Co. returned profits in excess of \$1,000,000.

Other reductions are: Stone & Webster group, \$116,000; Boston Edison, \$772,000; Associated Gas and Electric group, \$176,000; Charlestown Consolidated Gas of Boston, \$12,500; Manchester, \$4000; Nantucket, \$10,000; Western Massachusetts group, \$135,000; Lynn, \$40,000.

This makes the total reductions \$2,103,100. From this total there should be deducted, as far as the result of the work of the special committee is concerned, \$78,000 of which \$65,000 is credited to the Lowell company and \$13,000 credited to Athol had previously been allowed. This brings the net summary of reductions to \$2,025,100.

Most of the Republican Senators personally or their constituents the bill is of little or no consequence for it is distinctly a bill dealing with the Boston elevated system.

On the other hand, they are interested because to Republicans, according to a report, came a plea from Governor Curley, Democrat, to kill the bill in the senate, a favorite place of extinction for all sorts of legislation which has been handed the black spot.

It is said that Richard D. Grant, the Governor's secretary, was the emissary who brought the message from the Governor to Senator Donald W. Nicholson of Wareham, Republican floor leader, asking that the bill be thrown out of the window. Probably not in that language, but with the same meaning.

Since the bill is a Democratic measure anyway, Republicans were wondering just why they should be asked to administer the lethal wallop to it. Not that most of them would not be willing to or that many of them would hesitate to vote against it, according to report, but they figured that in the natural order of events the Governor would seek its elimination through Democratic membership.

Can They Do It?

But while the question of to kill or not to kill was being discussed some Republicans wondered if they would be able to muster enough votes to do the job. There is a Republican majority of only two in the Senate and that is more a matter of numerical than factual designation.

In case the bill were passed, it would probably, on the face of things, call for a veto by the Governor. In such a case it would be the first of the present session. Since the measure is Democratic, Republicans still pondered, as they considered action, why they were honored with the suggested job of killing it.

They wondered if Democratic enthusiasm for the bill was a trifle overwhelming.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 26 1935

SAME OLD REPORT

Ex-Senator Lewis Parkhurst of Winchester, assigned by Governor Curley to make a report on prison conditions and suggest means of improvement, has gone over most of the same ground that was covered by other investigators in the last half century. Back in 1880 the Charlestown state prison was declared unfit for human use. The same report was made by a commission of which Edwin S. Webster was chairman in 1921 and still later a noted criminologist condemned it in the strongest terms to which he could give publicity. For six years after the prison at Concord was built the Charlestown institution was unused. Now it has 900 inmates although constructed for only 700. Concord is overcrowded and the Norfolk prison needs additions.

Mr. Parkhurst's report in the main contains the recommendation made by his predecessors, the abandonment of the Charlestown prison and the construction of a new one where land is not taxed at \$1 a foot as it is where the prison stands. The modern touch to his lengthy report calls for the construction of a receiving building to accommodate from 225 to 300 prisoners within five miles of the state house where those just sentenced may be sent to be examined by penologists, psychiatrists, physicians and other experts to determine what degree of discipline they should be placed under. There, he reported, men condemned to death should be immediately sent to remain during the remainder of their lives and there the penalty should be imposed.

He stresses, of course, the lack of opportunity to segregate the vicious, hardened repeater from the first time inmate and particularly the shipping from Charlestown to the Norfolk colony of a number of the worst criminals in Charlestown "for political or other reasons who immediately began to make trouble."

The report will give the governor opportunity to correct this last if building a new prison is not feasible now.

Press Clipping Service
2 Park Square
BOSTON MASS.

ENTERPRISE
Leominster, Mass.

FEB 26 1935

OPPOSITION DEVELOPS TO GOV. CURLEY'S PROPOSED BUDGET; SEVERAL CUTS SUGGESTED

BOSTON, Feb. 26—Gov. James M. Curley's requests in his state budget, for clerical help in his new Governor's employment office, are not viewed with much favor by the ways and means committee and, according to report, the committee has been polled and has been reported as opposed to allowing much, if any, clerical help for the office, and the amount asked for in the budget for clerical help for Lieut. Gov. Joseph L. Hurley, of Fall River, is also not gaining much favor with the majority of the committee which is nearing the completion of its consideration of the Governor's \$31,000,000 state budget.

The budget estimate of \$100,000 to be expended in C. C. C. camps the coming year by the Federal government in buying camp sites in the state also is reported not to be setting any too well in the official minds, and while not much has been said in regard to it, the report persisted that in connection with the \$100,000, tentative plans had been made for the purchase of additional land adjoining the Douglas camp. However the Democratic members believe that the \$100,000 appropriation should be made to purchase the camp site at the rate of \$5 per acre, and that the land would be owned by the state and the quarters built on it also.

A "soak the rich" plan in the form

of a 10 percent surtax on state inheritance and corporations taxes, which was proposed by the governor as a measure necessary to raise \$3,000,000 for the budget structure, or perhaps a bond issue, according to the governor, is another vexing problem, as is also the amount of state highway fund.

It is reported that there is a tendency in the committee to let the diversion of the highway fund remain in abeyance until later in the session to learn definitely what aid may be coming to the state from Federal sources. The bond issue problem has been discussed from time to time, but there are those who believe that the state tax already is as high as it should be.

PHYSICIAN HARRINGTON, 13, of 21
his name struck him.
piece of steel he was working on
street, cut of forehead, chip in
ANDREW GAVAR, 41, of 171 Main
ACCIDENTS
of Boston, \$5000, automobile accident.
COSTA CHIRIACA vs. Joseph T. C.
RUTH BOLTON vs. Sidney C. C.
DOROTHY BAXTER vs. Sidney C. C.
HOMER L. PELLOUTIN vs. Thomas
M. LEMMONCE PELLOUTIN vs. Tho
SARAH J. PELLOUTIN vs. Thomas
JOSEPH CURLEY of Oakham vs. J.
EDWARD WARD of Oakham vs. J.
CIVIL SUITS FILED
JOHN P. AMORY of Cambridge, spe
the weekend.
SARAH J. PELLOUTIN vs. Thomas
SAVERIO CAPUANO, 41, of 58 Sutto
street, driving while under the in
duence of liquor, to be arraigned
Saturday.
Fine of \$5 each were paid by 11
following on charges of running:
CHASLES SMITH of 1006 Main street,
Henry Franklin of 29 Provident
street, James Blum of 127 Provident
street, Edward Jacobs of 10 Wood
ford street, Charles Mitchell of
Hamilton street, Gordon Cohen
405 Pleasant street, Joseph Gold
15 Lowwood street, and Monty Ke
of 70 Chandler street.

Press Clipping Service
2 Park Square
BOSTON MASS.
POST
Worcester, Mass.

FEB 26 1935

Release Figures on Rate Reductions

No Mention Made as to Effect on Worcester

(Special to The Post)
STATE HOUSE, Boston, Feb. 26—
Gov. Curley's office this afternoon
made public a summary of the rate
reductions brought into effect by the
special committee appointed to inves-
tigate present rates. The rates sub-
mitted are in block form and submit-
ted in most cases by holding compa-
nies. What the rate schedules of the
Worcester Electric Light Co. and the
Worcester Gas Light Co. will be have
not been made known.
The New England Power Associa-
tion which operates the Worcester
Electric Light Co. and practically all
of the other companies outside of Bos-
ton, announced a rate reduction of
\$837,500 for all of its companies in
the state. Last year alone the Wor-
cester Electric Light Co. returned
profits in excess of \$1,000,000.
Other reductions are: Stone &
Webster group, \$116,000; Boston Edi-
son, \$772,000; Associated Gas and
Electric group, \$176,000; Charlestown
Consolidated Gas of Boston, \$12,500;
Manchester, \$4000; Nantucket, \$10,-
000; Western Massachusetts group,
\$135,000; Lynn, \$40,000.
This makes the total reductions \$2,-
103,100. From this total there should
be deducted, as far as the result of
the work of the special committee is
concerned, \$78,000 of which \$65,000
is credited to the Lowell company and
\$13,000 credited to Athol had previ-
ously been allowed. This brings the
net summary of reductions to \$2,025,-
100.

tors personally or their constituents
the bill is of little or no conse-
quence for it is distinctly a bill
dealing with the Boston elevated
system.

On the other hand, they are in-
terested because to Republicans,
according to a report, came a plea
from Governor Curley, Democrat,
to kill the bill in the senate, a fa-
vorite place of extinction for all
sorts of legislation which has been
handed the black spot.

It is said that Richard D. Grant,
the Governor's secretary, was the
emissary who brought the message
from the Governor to Senator Don-
ald W. Nicholson of Wareham, Re-
publican floor leader, asking that
the bill be thrown out of the win-
dow. Probably not in that language,
but with the same meaning.

Since the bill is a Democratic
measure anyway, Republicans were
wondering just why they should be
asked to administer the lethal wal-
lop to it. Not that most of them
would not be willing to or that
many of them would hesitate to
vote against it, according to report,
but they figured that in the natural
order of events the Governor would
seek its elimination through Demo-
cratic membership.

Can They Do It?

But while the question of to kill
or not to kill was being discussed
some Republicans wondered if they
would be able to muster enough
votes to do the job. There is a Re-
publican majority of only two in
the Senate and that is more a mat-
ter of numerical than factual desig-
nation.

In case the bill were passed, it
would probably, on the face of
things, call for a veto by the Gov-
ernor. In such a case it would be
the first of the present session.
Since the measure is Democratic,
Republicans still pondered, as they
considered action, why they were
honored with the suggested job of
killing it.

They wondered if Democratic en-
thusiasm for the bill was a trifle
overwhelming.

RY 26, 1935.

EMS PUT UP TO ROOSEVELT

By
RALPH COOLIDGE MULLIGAN

Continued from Page One

for so little with this Administra-
tion."

Senator Walsh Replies

Senator Walsh by common con-
sent was the spokesman for the
Massachusetts delegation in reply-
ing to Governor Curley. In the
opinion of many of the delegation,
Senator Walsh turned the tables
on the Governor very neatly.

"You may be very sure of our
full co-operation," said Senator
Walsh, "regardless of party, in any
program calculated to help Massa-
chusetts and to give her citizens
and to her industries the aid and
relief which they need and de-
serve. But it needs to be pointed
out that Congress has delegated to
the President full authority to in-
crease tariff rates, where increased
protection is shown to be neces-
sary. The question of increased
protection for New England tex-
tiles from the present imports from
Japan, is wholly an administrative
question and it is distinctly up to
the President rather than Con-
gress.

"The question of wage differ-
entials in the textile industry is sim-
ilarly an administrative affair. The
wage scales and the differentials
are fixed by the textile code. They
may be changed by a change in
the code. No act of Congress is
either necessary or a practical
possibility.

On Relief Funds

"Similarly with respect to allo-
cations of funds for public works
and for unemployment relief.
These matters are not in the hands
of Congress but are in the hands
of the President and his adminis-
trators.

"Our pleas must be directed to
the White House. Massachusetts
must look to the President for
these things. They are out of the
hands of Congress. We can do no
more than join with the Governor
in asking the Administration for a
square deal for Massachusetts."

Senator Walsh asked if there
was any representative of the tex-
tile industry present who could
say what New England textile
manufacturers were themselves
doing to obtain revisions of their
own textile code. There was no re-
sponse. Governor Curley said in
substance that "we must revise the
textile code in spite of the indus-
try, for the aid of Massachusetts
mills.

On "Passing the Buck"

The luncheon and conference was
a two-hour affair, with every out-
ward show of harmony and con-
siderable off the record private
comment as to who was passing the
buck to who.

The conference served to illu-
minate the fact that up to now all the
fanfare about the new benefits by
way of Federal grants of funds
which Massachusetts was to ob-
tain in Washington, and new solu-
tion of long standing handicaps im-
posed on New England industries
by code differentials, processing
taxes and other New Deal innova-
tions have produced no tangible re-
sults whatever. Governor Curley
was accompanied here, by Adjutant
General William I. Rose, Major
Joseph K. Timilty the Governor's
military aide, Secretary Hoy and
Peter F. Tague, the Curley candi-
date for the Boston postmastership
who has been at Governor Curley's
elbow on all of his recent Wash-
ington trips.

\$200,000,000 Program Of Works Discussed

WASHINGTON, Feb. 25 (AP)—
United action by the New England
congressional delegation for a
\$200,000,000 program of federal im-
provements was asked today by
Governor Curley of Massachusetts
at a conference with northeastern
Senators and Representatives.

The program as outlined, called
for:

1. Expenditure of \$100,000,000
for federal funds for Merrimack
valley and Connecticut valley de-
velopments.
2. Expenditure of \$100,000,000
for grade crossing elimination in
the six New England states.
3. Expenditure of \$30,000,000
for development of Boston harbor,
and recommendation of construc-
tion of super-commerce carriers, to
operate on a four-day sailing from
Boston.

With practically the entire New
England congressional delegation
present, Governor Curley outlined
the Connecticut and Merrimack
valley projects, which he said would
involve improvements covering
sanitation, sewage, water supply,
reforestation, flood control and
soil erosion.

Governors Confer

Prior to the conference, Gov-
ernors Curley, Bridges of New
Hampshire and Brann of Maine,
conferred with Public Works Ad-
ministrator Ickes on the projects
and said afterward they believed
the proposal had been well re-
ceived.

Bridges said recommendations by
Curley and himself, in connection
with the Merrimack valley project,
probably would be sent to the New
Hampshire and Massachusetts Leg-
islatures this week.
The entire work, the Governors

said, should be paid for in full by
the federal government. Curley
estimated that the grade crossing
project would cost \$35,000,000 in
Massachusetts, and in all six states
about \$100,000,000.

Railroad Consolidation

"Arrangements were considered,"
Curley said, "for an early confer-
ence of New England Governors
to consider a proposal for consoli-
dation of New England railroads
with a view to consolidation with
outside lines.

"The importance of this matter
is best appreciated when one real-
izes that the savings banks in
Massachusetts alone have \$265,000,-
000 invested in the securities of
the New York, New Haven & Hart-
ford railroad that are selling in
the open market for about one-
third of their par value.

"The indications are that these
problems, which have arisen as a
consequence of the depression and
as a consequence of the govern-
mental policies that have been in-
augurated in the past two years,
will result in a unified New Eng-
land delegation working together
for the preservation of New Eng-
land's basic industries, and for the
protection and preservation of the
railroads of New England."

"New England Conscious"

After the meeting today, Repre-
sentative Brewster (R., Me.) said
the problem at present "is to make
the President New England con-
scious."

Merrimack Valley Authority Is Planned

BOSTON, Feb. 25 (AP)—Etab-
lishment of a board to be known
as the Merrimack Valley authority,
to act in co-operation with the state
of New Hampshire in the proposed
\$40,000,000 Merrimack Valley devel-
opment was filed today in the
State Senate.

The measure was offered in be-
half of Governor Curley by Sena-
tors William F. McCarty of Lowell,
James P. Meehan of Lawrence and
Charles A. P. McAree of Haverhill.

The bill did not state how many
members of the board would have,
but did propose their appointment
and the fixing of their salary by
the Governor.

The Senate suspended the rules
to admit the bill and referred it to
the legislative committee on state
administration for a hearing and a
report.

DEMOCRATS FIDM

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 26 1935

SAME OLD REPORT

Ex-Senator Lewis Parkhurst of Winchester, assigned by Governor Curley to make a report on prison conditions and suggest means of improvement, has gone over most of the same ground that was covered by other investigators in the last half century. Back in 1880 the Charlestown state prison was declared unfit for human use. The same report was made by a commission of which Edwin S. Webster was chairman in 1921 and still later a noted criminologist condemned it in the strongest terms to which he could give publicity. For six years after the prison at Concord was built the Charlestown institution was unused. Now it has 900 inmates although constructed for only 700. Concord is overcrowded and the Norfolk prison needs additions.

Mr. Parkhurst's report in the main contains the recommendation made by his predecessors, the abandonment of the Charlestown prison and the construction of a new one where land is not taxed at \$1 a foot as it is where the prison stands. The modern touch to his lengthy report calls for the construction of a receiving building to accommodate from 225 to 300 prisoners within five miles of the state house where those just sentenced may be sent to be examined by penologists, psychiatrists, physicians and other experts to determine what degree of discipline they should be placed under. There, he reported, men condemned to death should be immediately sent to remain during the remainder of their lives and there the penalty should be imposed.

He stresses, of course, the lack of opportunity to segregate the vicious, hardened repeater from the first time inmate and particularly the shipping from Charlestown to the Norfolk colony of a number of the worst criminals in Charlestown "for political or other reasons who immediately began to make trouble."

The report will give the governor opportunity to correct this last if building a new prison is not feasible now.

Press Clipping Service
2 Park Square
BOSTON MASS.

ENTERPRISE
Leominster, Mass.

FEB 26 1935

OPPOSITION DEVELOPS TO GOV. CURLEY'S PROPOSED BUDGET; SEVERAL CUTS SUGGESTED

BOSTON, Feb. 26—Gov. James M. Curley's requests in his state budget, for clerical help in his new Governor's employment office, are not viewed with much favor by the ways and means committee and, according to report, the committee has been polled and has been reported as opposed to allowing much, if any, clerical help for the office, and the amount asked for in the budget for clerical help for Lieut. Gov. Joseph L. Hurley, of Fall River, is also not gaining much favor with the majority of the committee which is nearing the completion of its consideration of the Governor's \$61,000,000 state budget.

The budget estimate of \$100,000 to be expended in C. C. C. camps the coming year by the Federal government in buying camp sites in the state also is reported not to be setting any too well in the official minds, and while not much has been said in regard to it, the report persisted that in connection with the \$100,000, tentative plans had been made for the purchase of additional land adjoining the Douglas camp. However the Democratic members believe that the \$100,000 appropriation should be made to purchase the camp site at the rate of \$5 per acre, and that the land would be owned by the state and the quarters built on it also.

A "soak the rich" plan in the form

of a 10 percent surtax on state inheritance and corporations taxes, which was proposed by the governor as a measure necessary to raise \$3,000,000 for the budget structure, or perhaps a bond issue, according to the governor, is another vexing problem, as is also the amount of state highway fund.

It is reported that there is a tendency in the committee to let the diversion of the highway fund remain in abeyance until later in the session to learn definitely what aid may be coming to the state from Federal sources. The bond issue problem has been discussed from time to time, but there are those who believe that the state tax already is as high as it should be.

EMS PUT ROOSEVELT

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 26 1935

SAME OLD REPORT

Ex-Senator Lewis Parkhurst of Winchester, assigned by Governor Curley to make a report on prison conditions and suggest means of improvement, has gone over most of the same ground that was covered by other investigators in the last half century. Back in 1880 the Charlestown state prison was declared unfit for human use. The same report was made by a commission of which Edwin S. Webster was chairman in 1921 and still later a noted criminologist condemned it in the strongest terms to which he could give publicity. For six years after the prison at Concord was built the Charlestown institution was unused. Now it has 900 inmates although constructed for only 700. Concord is overcrowded and the Norfolk prison needs additions.

Mr. Parkhurst's report in the main contains the recommendation made by his predecessors, the abandonment of the Charlestown prison and the construction of a new one where land is not taxed at \$1 a foot as it is where the prison stands. The modern touch to his lengthy report calls for the construction of a receiving building to accommodate from 225 to 300 prisoners within five miles of the state house where those just sentenced may be sent to be examined by penologists, psychiatrists, physicians and other experts to determine what degree of discipline they should be placed under. There, he reported, men condemned to death should be immediately sent to remain during the remainder of their lives and there the penalty should be imposed.

He stresses, of course, the lack of opportunity to segregate the vicious, hardened repeater from the first time inmate and particularly the shipping from Charlestown to the Norfolk colony of a number of the worst criminals in Charlestown "for political or other reasons who immediately began to make trouble."

The report will give the governor opportunity to correct this last if building a new prison is not feasible now.

Press Clipping Service
2 Park Square
BOSTON MASS.

ENTERPRISE
Leominster, Mass.

FEB 26 1935

OPPOSITION DEVELOPS TO GOV. CURLEY'S PROPOSED BUDGET; SEVERAL CUTS SUGGESTED

BOSTON, Feb. 26—Gov. James M. Curley's requests in his state budget, for clerical help in his new Governor's employment office, are not viewed with much favor by the ways and means committee and, according to report, the committee has been polled and has been reported as opposed to allowing much, if any, clerical help for the office, and the amount asked for in the budget for clerical help for Lieut. Gov. Joseph L. Hurley, of Fall River, is also not gaining much favor with the majority of the committee which is nearing the completion of its consideration of the Governor's \$61,000,000 state budget.

The budget estimate of \$100,000 to be expended in C. C. C. camps the coming year by the Federal government in buying camp sites in the state also is reported not to be setting any too well in the official minds, and while not much has been said in regard to it, the report persisted that in connection with the \$100,000, tentative plans had been made for the purchase of additional land adjoining the Douglas camp. However the Democratic members believe that the \$100,000 appropriation should be made to purchase the camp site at the rate of \$5 per acre, and that the land would be owned by the state and the quarters built on it also.

A "soak the rich" plan in the form

of a 10 percent surtax on state inheritance and corporations taxes, which was proposed by the governor as a measure necessary to raise \$3,000,000 for the budget structure, or perhaps a bond issue, according to the governor, is another vexing problem, as is also the amount of state highway fund.

It is reported that there is a tendency in the committee to let the diversion of the highway fund remain in abeyance until later in the session to learn definitely what aid may be coming to the state from Federal sources. The bond issue problem has been discussed from time to time, but there are those who believe that the state tax already is as high as it should be.

UNION

Springfield, Mass.

FEB 26 1935

Curley Vetoes Bill for Guards

Opposes Placing More Workers on Boston Elevated Railway.

BOSTON, Feb. 25 — (AP) The House today receives Gov. Curley's first veto message—not too kindly.

The vetoed bill would increase the number of guards on rapid transit cars of the Boston Elevated Railway. One guard to every two cars would be required, instead of one to every three, the present system.

The Governor vetoed the measure shortly before leaving for Washington to attend a textile conference, and the message will be read to the House in his absence.

A battle was expected, with Representative Bernard P. Casey of Boston, leading the movement to get passage over the veto.

Cost of the extra precaution demanded by the bill would amount to about \$135,000 in wages, according to proponents of the measure. The benefits, they add, would be increased employment and augmented safety.

NEWS

Springfield, Mass.

FEB 26 1935

THIS IS SNIPING

The certainty of immediate and enthusiastic acclaim by the people has evidently beguiled a majority of members of the House of Representatives in Boston in supporting the bill to require electric light companies to furnish free of charge all the electric light bulbs used by consumers. Prospect of securing something for nothing for the householder was perhaps too alluring to be resisted at a time when the utility companies are being brought to task for excessive rates and for financial manipulations through holding companies. The vision of having an abundant supply of electric bulbs always at hand and at no cost has apparently obscured the main objectives for the public in respect to the lighting companies.

At a time when the federal administration is seeking to unscramble the financial mess which has been responsible for the loss of many millions of dollars of invested funds and to get the utility business on a sound basis once more excessive sniping at the utility companies is deplorable. This is particularly so when the federal authorities and Gov. James M. Curley are working together for a reduction in rates and for securing all the major benefits for the people that may be had. There will be small cause for worry anywhere if the maze of corporations is untangled and if the rates are brought to a level where the people can pay and where the companies can make an honest profit without the enormous returns of former years.

Providing electric light bulbs might easily be followed by a requirement that the lighting companies furnish the radio bulbs, perhaps even the radios. Ambitious politicians might even consider the advisability of requiring the installation of washing machines, ironers, toasters, vacuum cleaners, refrigeration and electric ranges, all at the expense of the lighting companies. It is very easy to see where the glow from the free electric light bulb is leading. Someone has suggested that the law would be found unconstitutional. Whether it is or not can be determined only by the courts, but almost anybody who considers it will have no difficulty in concluding that it is both silly and ill-advised. By all means keep to the major issues rather than take up anything which is of doubtful status and of questionable value.

UNION

Springfield, Mass.

FEB 26 1935

ADMINISTRATION IS SAID TO FAVOR CONN. RIVER PLAN

Project Is Part of \$200,000,000 N. E. Program

Curley, Other Governors, Congressmen, Business Leaders Urge Big Public Works Outlay by U. S.

POWER DEVELOPMENT IS NOT MENTIONED

Program Includes Flood Control, Water Supply, Sewage, Sanitation, Soil Erosion and Reforestation.

Special to The Springfield Union.

WASHINGTON, Feb. 25—A vast Connecticut River improvement project costing about \$60,000,000 and covering flood control, water supply, sewage, sanitation, reforestation and soil erosion, tonight loomed in the minds of its backers as more than a possibility.

Unanimously indorsed by a conference of New England governors, Congress members and businessmen called here by Gov. Curley of Massachusetts, and officially presented today to PWA Administrator Ickes by Govs. Curley, Bridges of New Hampshire and Brann of Maine, it was understood this evening that the plan has support in the highest administration circles.

No Power Angle Seen.

The proposal apparently eliminates power development, an angle of the plan that bulked large in preliminary recommendations last year by a committee of army engineers and other experts operating under the National

[Continued on Second Page]

night that "I strongly indorse the Merrimack and Connecticut Valley plans. Not only do I hope but I expect that we will have action on both soon."

A tentative and unofficial breakdown of the proposed \$40,000,000 Merrimack project, said to be similar to the Connecticut River plan proposed today, is given here for any general light it may throw on allocation of the requested \$60,000,000 for the latter plan. The proposed allotment of the Merrimack money follows:

Trunk sewer, Lowell to sea, \$10,000,000; sewage treatment works, \$4,000,000.

Water supply for Lowell, Lawrence, Methuen and Dracut, \$7,000,000. Trunk sewers and sewerage treatment works for Concord, Manchester and Nashua, \$4,000,000.

Health centers, \$2,000,000; reconstruction Rutland State Sanatorium, \$2,000,000; reconstruction Pembroke State Sanatorium, \$1,000,000.

Storage reservoirs in New Hampshire—Livermore Falls, \$4,500,000; Suncook ponds, \$500,000; Black Water, \$1,500,000; Waterloom Pond, \$500,000.

Industrial rehabilitation, \$3,000,000. Also necessary reforestation work.

Would Spend \$100,000,000 on Grade Crossings.

WASHINGTON, Feb. 25—(AP) United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked today by Gov. Curley of Massachusetts at a conference with Northeastern senators and representatives.

Three-Point Program.

The program as outlined, called for:

1. Expenditure of \$100,000,000 for Federal funds for Merrimack Valley and Connecticut Valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England States.
3. Expenditure of \$80,000,000 for development of Boston Harbor, and recommendation of construction of

Amherst's Last

As, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Govs. Curley, Bridges of New Hampshire and Brann of Maine conferred with Public Works Administrator Ickes on the projects and said afterward they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimack Valley project, probably would be sent to the New Hampshire and Massachusetts Legislatures this week.

The entire work, the Governors said, should be paid for in full by the Federal Government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six States about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to consolidation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

Banks Hold Securities.

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven & Hartford railroad that are selling in the open market for about one third of their par value."

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the last two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

After the meeting today, Rep. Brewster (R., Me.) said the problem at present "is to make the President New England conscious."

"As one of the New England governors responsible for the creation of the New England council," he added, "it is a matter of gratification to see New England recognizing its community of interest."

"New England surely shares the concern expressed by Gov. Curley at the sectional discrimination against New England in existing codes and all its delegation in Congress will join most earnestly in representations to the President to exercise his authority to end this discrimination. He alone has this power placed in him by the Congress."

"The Japanese threat to the textile industries must also be met now by executive action under the authority placed with the President to protect American industry against unfair competition from foreign countries operating outside the codes."

Conn. Valley Council Favors Development.

Efforts of Gov. Curley and members of Congress to obtain funds for development of this Valley are being watched closely by the Connecticut Valley Council which recently was formed for the same purpose. Its objectives have been made known to Gov. Curley and the legislators and it is hopeful the Federal Government's support of the program will be received.

M

FEB 26 1935

Conn. River Improvement to Cost Sixty Million Gets Support in Washington

High Administration Circles Favor Project
Presented by Three New England Govern-
ors to Secretary Ickes—Action Must Await
More PWA Funds.

WASHINGTON, Feb. 26—A vast Connecticut River improvement project costing about \$60,000,000 and covering flood control, water supply, sewage, sanitation, reforestation and soil erosion, today loomed in the minds of its backers as more than a possibility.

Unanimously indorsed by a conference of New England Governors, Congress members and businessmen called here by Gov. Curley of Massachusetts, and officially presented yesterday to PWA Administrator Ickes by Govs. Curley, Bridges of New Hampshire and Brann of Maine, it was understood that the plan has support in the highest administration circles.

No Power Angle Seen.

The proposal apparently eliminates power development, an angle of the plan that bulked large in preliminary recommendations last year by a committee of army engineers and other experts operating under the National Planning Board. A statement by Gov. Curley mentions everything but power development as covered by the scheme, while an unofficial detailed plan of the similar Merrimack River development, also presented to Ickes today, shows no provision for power projects in that proposal.

Speculation today was whether the Administration, anxious to set up power "yardsticks" in various parts of the country will, if it approves the Connecticut Valley plan, demand that power development be included. The Tennessee Valley Authority, to which Gov. Curley compared the proposed Connecticut and Merrimack River propositions, is largely a power project.

Definite action on the Connecticut Valley project must await more PWA funds. The pending relief bill, if passed in its present form, would carry enough money for the Connecticut River and numerous other public works schemes. The three Governors at the Curley conference approved the Connecticut River development on the assumption that it would receive a 100 per cent Federal grant. Use of state funds is not contemplated. Gov. Curley stated last night that the project is beyond the financial ability of any State. He added that "the improvement has long been recognized as essential and that it (and the Merrimack improvement) should be a contributing factor to both the esthetic and utilitarian advantages of the entire New England region."

Granfield Approves.

Congressman William J. Granfield of Springfield declared last night that he is backing the plan and hopes for PWA approval. He added that he has long favored improvement of the river and utilization of the various long-range potentialities of the valley. He

said he feels that the next step is up to the PWA.

In connection with reports from reliable quarters that the Administration looks with favor on the Connecticut River project, it was recalled that Gov. Curley conferred with President Roosevelt a couple of days ago as the latter's train bore him from Worcester to Boston. It is pointed out here that New England has received no great public works projects from this Administration.

Congressman Tobey (R.), former New Hampshire Governor, said: "I strongly indorse the Merrimack and Connecticut Valley plans. Not only do I hope but I expect that we will have action on both soon."

A tentative and unofficial breakdown of the proposed \$40,000,000 Merrimack project, said to be similar to the Connecticut River plan proposed today, is given here for any general light it may throw on allocation of the requested \$60,000,000 for the latter plan. The proposed allotment of the Merrimack money follows:

Trunk sewer, Lowell to sea, \$10,000,000; sewage treatment works, \$4,000,000.

Water supply for Lowell, Lawrence, Methuen and Dracut, \$7,000,000.

Trunk sewers and sewerage treatment works for Concord, Manchester and Nashua, \$4,000,000.

Health centers, \$2,000,000; reconstruction Rutland State Sanatorium, \$2,000,000; reconstruction Pembroke State Sanatorium, \$1,000,000.

Storage reservoirs in New Hampshire—Livermore Falls, \$4,500,000; Suncook ponds, \$500,000; Black Water, \$1,500,000; Waterloom Pond, \$500,000.

Industrial rehabilitation, \$3,000,000. Also necessary reforestation work.

Would Spend \$100,000,000 on Grade Crossings.

WASHINGTON, Feb. 26—(AP) United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked yesterday by Gov. Curley of Massachusetts at a conference with Northeastern senators and representatives.

Three-Point Program.

The program as outlined, called for:
1. Expenditure of \$100,000,000 for Federal funds for Merrimack Valley and Connecticut Valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England States.
3. Expenditure of \$30,000,000 for development of Boston Harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

FEB 26 1935

realize from experience how he enjoyed it, you are getting on.

There has been no foreign reaction to the beheading of a murderer in Berlin last week. For one thing, she was not a baroness.

No governor since Ben Butler has enjoyed functioning more than James Michael Curley.

FEB 26 1935

TOTAL 72,375
A gain of 3655 Over January, 1934.

Grubbing the TVA

Webster's definition of grubbing indicates there may be something in the name of Judge Grubb of Alabama who seems "occupied in digging at the roots" of the Government's ambitious power "yardstick" in Tennessee Valley. The United States Supreme Court has the last word, but there is expert opinion that the Federal District Judge will be sustained in his contention that the business of selling power by TVA is, as Newton D. Baker recently declared, unlawful and unconstitutional.

Judge Grubb maintains that TVA is essentially in the "attitude of a proprietary utility," that it is not primarily for the disposal of what the Supreme Court would define as a surplus of power beyond its own use. Nor can he see where the United States gets "any power under the Constitution to engage in any business permanently."

Disposal of power by TVA was intended by the social planners in Washington to be the main business, and not incidental to national defense and navigation. Its generation of a huge surplus was to be in direct competition with private industry, with the deliberate purpose of putting private power concerns out of business, and therefore unconstitutional. Cheap electricity and a "yardstick" are the chief claims of TVA's sponsors, and of the President's impromptu proposal that the TVA experiment was to be duplicated in other parts of the country.

Until the Supreme Court passes on the constitutionality of TVA, it would be well for that great New Dealer in the Massachusetts State House to hold in abeyance his ambitious plan for a CVA, or Connecticut Valley Authority, similar in essential respects to the project which Judge Grubb contends is unlawful and unconstitutional. Our astute Governor may profit by the Alabama Court decision and stress the value of CVA as a flood control, employment, soil erosion, navigation, water pollution and reforestation measure, and only incidentally as a power development project.

Such deception should fool no one who knows that the primary purpose of the President's ambitious social program is a "proprietary business" for the manufacture, distribution and sale of electric energy. The man who boasted of anticipating many aspects of the New Deal would make his chief concern the sale of cheap electricity and the establishment of a State "yardstick."

The huge surplus that would be created in competition with private industry in Massachusetts would not be incidental to national defense and navigation. It would be the State in "proprietary business" in a big way, primarily to sell cheap electric energy, which, according to recent authoritative surveys, would not be any cheaper than private generation of power, and would be vastly more costly to consumers if taxes and overhead were included.

Press Clipping Service
2 Park Square
BOSTON MASS.

UNION
Springfield, Mass.
FEB 26 1935

Curley Vetoes Bill for Guards

Opposes Placing More
Guards on Boston Elevated
Railway.

BOSTON, Feb. 25 — (AP) The House today receives Gov. Curley's first veto message—not too kindly.

The vetoed bill would increase the number of guards on rapid transit cars of the Boston Elevated Railway. One guard to every two cars would be required, instead of one to every three, the present system.

The Governor vetoed the measure shortly before leaving for Washington to attend a textile conference, and the message will be read to the House in his absence.

A battle was expected, with Representative Bernard P. Casey of Boston, leading the movement to get passage over the veto.

Cost of the extra precaution demanded by the bill would amount to about \$135,000 in wages, according to proponents of the measure. The benefits, they add, would be increased employment and augmented safety.

NEWS
Springfield, Mass.

FEB 26 1935

THIS IS SNIPING

The certainty of immediate and enthusiastic acclaim by the people has evidently beguiled a majority of members of the House of Representatives in Boston in supporting the bill to require electric light companies to furnish free of charge all the electric light bulbs used by consumers. Prospect of securing something for nothing for the householder was perhaps too alluring to be resisted at a time when the utility companies are being brought to task for excessive rates and for financial manipulations through holding companies. The vision of having an abundant supply of electric bulbs always at hand and at no cost has apparently obscured the main objectives for the public in respect to the lighting companies.

At a time when the federal administration is seeking to unscramble the financial mess which has been responsible for the loss of many millions of dollars of invested funds and to get the utility business on a sound basis once more excessive sniping at the utility companies is deplorable. This is particularly so when the federal authorities and Gov James M. Curley are working together for a reduction in rates and for securing all the major benefits for the people that may be had. There will be small cause for worry anywhere if the maze of corporations is untangled and if the rates are brought to a level where the people can pay and where the companies can make an honest profit without the enormous returns of former years.

Providing electric light bulbs might easily be followed by a requirement that the lighting companies furnish the radio bulbs, perhaps even the radios. Ambitious politicians might even consider the advisability of requiring the installation of washing machines, ironers, toasters, vacuum cleaners, refrigeration and electric ranges, all at the expense of the lighting companies. It is very easy to see where the glow from the free electric light bulb is leading. Someone has suggested that the law would be found unconstitutional. Whether it is or not can be determined only by the courts, but almost anybody who considers it will have no difficulty in concluding that it is both silly and ill-advised. By all means keep to the major issues rather than take up anything which is of doubtful status and of questionable value.

SENSIBLE LUNCHEONS

LITTLE ROCK, Ark., Feb. 25 — (AP) Both branches of the Legislature tonight joined in voting to end 19 years of prohibition in Arkansas. Bills to legalize package liquor sales won approval at both ends of the Capitol after spirited debate.

19 Years of Prohibition

GENEVA, Feb. 25 — (AP) The Russian delegation to the arms traffic conference moved today to cripple nations making "aggressive" wars. It proposed an amendment to the American draft for arms control whereby signatories of the convention would undertake to sell no armament whatsoever to countries in conflict unless it was to help a victim of aggression.

Would Cripple Nations

so as to make a Ford bid acceptable. It is expected the NRA to have revised bids are to be opened, when the said that before March 23, when the In an authoritative quarter it was the Civilian Conservation Corps. present batch of cars to be used by however, to submit figures on the along with the code definitely invited thrown out. He was definitely invited government purchases, or his bids were months was not invited to bid on Gov- NRA automobile code, Ford for many Because he had declined to sign the cost around \$4,000,000. tion to bid on 4910 trucks and cars the Detroit manufacturer an in- NRA, the War Department today

of \$200,000,000

N. E. Program

[Continued from First Page.]

Planning Board. A statement by Gov. Curley mentions everything but power development as covered by the scheme, while an unofficial detailed plan of the similar Merrimack River development, also presented to Ickes today, shows no provision for power projects in that proposal.

Speculation tonight was whether the Administration, anxious to set up power "yardsticks" in various parts of the country will, if it approves the Connecticut Valley plan, demand that power development be included. The Tennessee Valley Authority, to which Gov. Curley today compared the proposed Connecticut and Merrimack River propositions, is largely a power project.

Definite action on the Connecticut Valley project must await more PWA funds. The pending relief bill, if passed in its present form, would carry enough money for the Connecticut River and numerous other public works schemes. The three Governors at the Curley conference today approved the Connecticut River development on the assumption that it would receive a 100 per cent Federal grant. Use of state funds is not contemplated, Gov. Curley stated this evening that the project is beyond the financial ability of any State. He added that "the improvement has long been recognized as essential and that it (and the Merrimack improvement) should be a contributing factor to both the esthetic and utilitarian advantages of the entire New England region."

Granfield Approves.

Congressman William J. Granfield of Springfield declared tonight that he is backing the plan and hopes for PWA approval. He added that he has long favored improvement of the river and utilization of the various long-range potentialities of the valley. He said he feels that the next step is up to the PWA.

In connection with reports from reliable quarters that the Administration looks with favor on the Connecticut River project, it was recalled tonight that Gov. Curley conferred with President Roosevelt a couple of days ago as the latter's train bore him from Worcester to Boston. It is pointed out here that New England has received no great public works project from this Administration.

Congressman Tobey (R.), former New Hampshire governor, said tonight that "I strongly indorse the Merrimack and Connecticut Valley plans. Not only do I hope but I expect that we will have action on both soon."

A tentative and unofficial breakdown of the proposed \$40,000,000 Merrimack project, said to be similar to the Connecticut River plan proposed today, is given here for any general light it may throw on allocation of the requested \$60,000,000 for the latter plan. The proposed allotment of the Merrimack money follows:

Trunk sewer, Lowell to sea, \$10,000,000; sewage treatment works, \$4,000,000.

Water supply for Lowell, Lawrence, Methuen and Dracut, \$7,000,000.

Trunk sewers and sewerage treatment works for Concord, Manchester and Nashua, \$4,000,000.

Health centers, \$2,000,000; reconstruction Rutland State Sanatorium, \$2,000,000; reconstruction Pembroke State Sanatorium, \$1,000,000.

Storage reservoirs in New Hampshire—Livermore Falls, \$4,500,000; Suncook ponds, \$500,000; Black Water, \$1,500,000; Waterloom Pond, \$500,000.

Industrial rehabilitation, \$3,000,000. Also necessary reforestation work.

Would Spend \$100,000,000 on Grade Crossings.

WASHINGTON, Feb. 25 — (AP) United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked today by Gov. Curley of Massachusetts at a conference with Northeastern senators and representatives.

Three-Point Program.

The program as outlined, called for:

1. Expenditure of \$100,000,000 for Federal funds for Merrimack Valley and Connecticut Valley developments.

2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England States.

3. Expenditure of \$80,000,000 for development of Boston Harbor, and recommendation of construction of

FEBRUARY 26, 1935

super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Gov. Curley outlined the Connecticut and Merrimack Valley projects, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Govs. Curley, Bridges of New Hampshire and Brann of Maine conferred with Public Works Administrator Ickes on the projects and said afterward they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimack Valley project, probably would be sent to the New Hampshire and Massachusetts Legislatures this week.

The entire work, the Governors said, should be paid for in full by the Federal Government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six States about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to consolidation of New England railroads.

"Arrangements were considered," Curley said, "for an early conference of New England governors to consider a proposal for consolidation of New England railroads with a view to consolidation with outside lines."

Banks Hold Securities.

"The importance of this matter is best appreciated when one realizes that the savings banks in Massachusetts alone have \$265,000,000 invested in the securities of the New York, New Haven & Hartford railroad that are selling in the open market for about one third of their par value."

"The indications are that these problems, which have arisen as a consequence of the depression and as a consequence of governmental policies that have been inaugurated in the past two years, will result in a unified New England delegation working together for the preservation of New England's basic industries, and for the protection and preservation of the railroads of New England."

After the meeting today, Rep. Brewster (R., Me.) said the problem at present "is to make the President New England conscious."

"As one of the New England governors responsible for the creation of the New England council," he added, "it is a matter of gratification to see New England recognizing its community of interest."

"New England surely shares the concern expressed by Gov. Curley at the sectional discrimination against New England in existing codes and all its delegation in Congress will join most earnestly in representations to the President to exercise his authority to end this discrimination. He alone has this power placed in him by the Congress."

"The Japanese threat to the textile industries must also be met now by executive action under the authority placed with the President to protect American industry against unfair competition from foreign countries operating outside the codes."

Conn. Valley Council Favors Development.

Efforts of Gov. Curley and members of Congress to obtain funds for development of this Valley are being watched closely by the Connecticut Valley Council which recently was formed for the same purpose. Its objectives have been made known to Gov. Curley and the legislators and it is hopeful the Federal Government's support of the program will be received.

Press Clipping Service
2 Park Square
BOSTON MASS.

EVENING UNION
Springfield, Mass.

FEB 26 1935

Conn. River Improvement to Cost Sixty Million Gets Support in Washington

High Administration Circles Favor Project
Presented by Three New England Govern-
ors to Secretary Ickes—Action Must Await
More PWA Funds.

WASHINGTON, Feb. 26—A vast Connecticut River improvement project costing about \$60,000,000 and covering flood control, water supply, sewage, sanitation, reforestation and soil erosion, today loomed in the minds of its backers as more than a possibility.

Unanimously indorsed by a conference of New England Governors, Congress members and businessmen called here by Gov. Curley of Massachusetts, and officially presented yesterday to PWA Administrator Ickes by Govs. Curley, Bridges of New Hampshire and Brann of Maine, it was understood that the plan has support in the highest administration circles.

No Power Angle Seen.

The proposal apparently eliminates power development, an angle of the plan that bulked large in preliminary recommendations last year by a committee of army engineers and other experts operating under the National Planning Board. A statement by Gov. Curley mentions everything but power development as covered by the scheme, while an unofficial detailed plan of the similar Merrimack River development, also presented to Ickes today, shows no provision for power projects in that proposal.

Speculation today was whether the Administration, anxious to set up power "yardsticks" in various parts of the country will, if it approves the Connecticut Valley plan, demand that power development be included. The Tennessee Valley Authority, to which Gov. Curley compared the proposed Connecticut and Merrimack River propositions, is largely a power project.

Definite action on the Connecticut Valley project must await more PWA funds. The pending relief bill, if passed in its present form, would carry enough money for the Connecticut River and numerous other public works schemes. The three Governors at the Curley conference approved the Connecticut River develop-

said he feels that the next step is up to the PWA.

In connection with reports from reliable quarters that the Administration looks with favor on the Connecticut River project, it was recalled that Gov. Curley conferred with President Roosevelt a couple of days ago as the latter's train bore him from Worcester to Boston. It is pointed out here that New England has received no great public works projects from this Administration.

Congressman Tobey (R.), former New Hampshire Governor, said: "I strongly indorse the Merrimack and Connecticut Valley plans. Not only do I hope but I expect that we will have action on both soon."

A tentative and unofficial breakdown of the proposed \$40,000,000 Merrimack project, said to be similar to the Connecticut River plan proposed today, is given here for any general light it may throw on allocation of the requested \$60,000,000 for the latter plan. The proposed allotment of the Merrimack money follows:

Trunk sewer, Lowell to sea, \$10,000,000; sewage treatment works, \$4,000,000.

Water supply for Lowell, Lawrence, Methuen and Dracut, \$7,000,000.

Trunk sewers and sewerage treatment works for Concord, Manchester and Nashua, \$4,000,000.

Health centers, \$2,000,000; reconstruction Rutland State Sanatorium, \$2,000,000; reconstruction Pembroke State Sanatorium, \$1,000,000.

Storage reservoirs in New Hampshire—Livermore Falls, \$4,500,000; Suncook ponds, \$500,000; Black Water, \$1,500,000; Waterloom Pond, \$500,000.

Industrial rehabilitation, \$3,000,000. Also necessary reforestation work.

Would Spend \$100,000,000 on Grade Crossings.

WASHINGTON, Feb. 26—(AP) United action by the New England congressional delegation for a \$200,000,000 program of Federal improve-

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 26 1935

realize from experience how he enjoyed it, you are getting on.

There has been no foreign reaction to the beheading of a murderess in Berlin last week. For one thing, she was not a baroness.

No governor since Ben Butler has enjoyed functioning more than James Michael Curley.

EVENING UNION
Springfield, Mass.

FEB 26 1935

TOTAL 72,375
A gain of 3655 Over January, 1934.

Grubbing the TVA

Webster's definition of grubbing indicates there may be something in the name of Judge Grubb of Alabama who seems "occupied in digging at the roots" of the Government's ambitious power "yardstick" in Tennessee Valley. The United States Supreme Court has the last word, but there is expert opinion that the Federal District Judge will be sustained in his contention that the business of selling power by TVA is, as Newton D. Baker recently declared, unlawful and unconstitutional.

Judge Grubb maintains that TVA is essentially in the "attitude of a proprietary utility," that it is not primarily for the disposal of what the Supreme Court would define as a surplus of power beyond its own use. Nor can he see where the United States gets "any power under the Constitution to engage in any business permanently."

Disposal of power by TVA was intended by the social planners in Washington to be the main business, and not incidental to national defense and navigation. Its generation of a huge surplus was to be in direct competition with private industry, with the deliberate purpose of putting private power concerns out of business, and therefore unconstitutional. Cheap electricity and a "yardstick" are the chief claims of TVA's sponsors, and of the President's impromptu proposal that the TVA experiment was to be duplicated in other parts of the country.

Until the Supreme Court passes on the constitutionality of TVA, it would be well for that great New Dealer in the Massachusetts State House to hold in abeyance his ambitious plan for a CVA, or Connecticut Valley Authority, similar in essential respects to the project which Judge Grubb contends is unlawful and unconstitutional.

UNION

Springfield, Mass.

FEB 26 1935

REPUBLICAN

Springfield, Mass.

FEB 26 1935

NEWS

Springfield, Mass.

FEB 26 1935

That Train Conference on Textile

In a brief the way from Curley stated tion of New dent and ask situation. Fu conference is as to the Pre described by t

Speaking Curley cited a textile industry a few years ago that percentage there used to be

10,000,000 spindles in New England, there are now only 10,300,000 and 4,000,000 of those are idle, and that the mills are using only two thirds of their capacity and yet are producing 50 per cent more goods than they can sell.

If Governor Curley, who is an enthusiastic devotee of the New Deal, mentioned to the President that this situation was after a year and a half of the model NRA textile code, he did not cite it afterwards as among the distressing facts. Had he mentioned it to the President, the latter might have retorted that the Southern mills were having similar trouble to dispose of their product. That would have naturally turned the discussion to unpleasant reflections upon the NRA as a means of recovery. There should be no mystery in the fact that code prices plus processing taxes on cotton textiles tend to put the product out of reach of the consuming public which is also more and more heavily taxed in other ways.

Nothing is clearer than that textile industries have not left New England for the Southern States for climatic reasons. The sole attraction of the South for these industries has consisted of lower wages, lower taxes and less restrictive labor legislation. No New England State has done more to drive textile industries elsewhere than has Massachusetts which has imposed special labor conditions and high taxes on this as on other industries; and the State is now looking for new ways to tax the industries that are left.

By his own preliminary budget Governor Curley implies higher taxation which, in falling more heavily on real estate will fall, of course, on the real property of the industries of the State. If these industries could find no other place where the charges were less they could not survive because they could not pay Government, state and local taxes and make a price at which the products could be adequately sold.

If, on the one hand, the Governor had accused the President's NRA of responsibility for conditions—and being a New Dealer, of course, he would not—the President might have retorted to the Governor that the state government should reduce its expenditures and thereby its taxation but, of course, the President would not so retort for he is not a reducer of government expenditures or of taxes.

It is dubious, therefore, if the discussion of

the President and Governor on the way from Worcester to Boston developed any remedial proposals unless it was a suggestion that the Federal Government borrow some millions to lend to New England textile industries, as if increased interest payments would help industries already unable to meet new and higher costs of operation.

THREE N. E. ST TO AID VALLTS, INDUSTRIATION

\$100,000,000 ASKED FOR CONNECTICUT, MERRIMAC PLANS

Curley Optimistic — Leaves
Washington Conference On
Way to Florida

MAINE, NEW HAMPSHIRE GOVERNORS COOPERATE

Most of New England Con-
gress Delegation at Meet-
ing—Brewster of Maine
Predicts United Action

Washington, Feb. 25—(AP)—
United action by the New England
congressional delegation for a
\$200,000,000 program of federal im-
provements was asked today by Gov
Curley of Massachusetts at a con-
ference with northeastern senators
and representatives.

Three-Point Program

The program, as outlined, called
for:—

1. Expenditure of \$100,000,000 for
federal funds for Merrimac valley
and Connecticut valley developments.

2. Expenditure of \$100,000,000 for
grade crossing elimination in the six
New England states.

3. Expenditure of \$30,000,000 for de-
velopment of Boston harbor, and re-
commendation of construction of su-
percommerce carriers, to operate on
a four-day sailing from Boston.

With practically the entire New
England congressional delegation
present, Gov Curley outlined the Con-
necticut and Merrimac valley proj-
ects, which he said would involve im-
provements covering sanitation, sew-

GARNISHEE RACKET

Gov Curley has promised to do something about changing the law governing attachments on salaries and wages. If he can devise some method that will give the worker the semblance of a fair deal as regarding the unholy and unfair "garnishee," he'll deserve the approbation of what politicians call the "salt of the earth."

An example of how the present law works is sufficient to prove that there's something decidedly rotten in Denmark. There's the case of a local man who, having been jobless for nearly two years, obtained a position paying him \$18 a week. He eagerly accepted this job, believing that he could get his family together again and could resume, in a measure, the happy existence he had once known. Naturally during his years of idleness he contracted some debts and events that transpired immediately after he found a job show that his creditors were watching, ready to pounce upon his slender earnings at the first opportunity.

The man in question presumed that he had \$18 coming to him at the end of his first week's work. But it was not to be, for three deputy sheriffs were waiting for his pay. Week after week these creditors continued to crowd this worker until finally, in desperation, he gave up his job. His employer was not particular about having deputy sheriffs roosting around his place of business, and he wasn't any the less happy when the victim of the "garnishee" left his employ.

Now this former worker is back on the street. His creditors have taken what few dollars he had, but they've lost the chance of getting any more, for the time being at least. And this man's case is in no sense an isolated one. Even the dumbest legislator must realize that there should be a drastic change in legislation governing attachments when the present law makes it possible for creditors to hound a man out of his job.

And incidentally the lawyers are not faring too bad under the present "garnishee" racket. In one in-

stance involving a local citizen the law firm that put through the attachment papers dragged down a fee of more than \$17, and that sum was paid by the man who shortly before received the kindly ministrations of a deputy sheriff.

Gov Curley has plenty of work cut out for him if he forces through a change in the attachment setup. He knows, as does every other fair-minded person, that anyone listed as a debtor should have the right to defend himself. If he has a case that might confound the creditor's allegations, he can then go into court. If he hasn't a case, it's a safe bet that he'd never appeal to the law to uphold him.

In these parlous times the earnings of those fortunate enough to be employed should be protected by the state. Such action might cut into the earnings of lawyers and deputy sheriffs, but it would make a big hit with those who are now victims of what can best be called a racket.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD-NEWS
Fall River, Mass.
FEB 26 1935

THE POLITICAL GRAB BAG

By Thomas K. Brindley

It is both aggravating and amusing to learn definitely that the Governor is for home rule, IF—

When he was campaigning in this area, Mr. Curley loudly proclaimed that he saw no reason why Fall River should not be given the exclusive right to handle its own police force. He talked of the right of home rule and used his Oxonian English to impress the citizens with the idea he was their friend. He would give them what they had voted for on four occasions.

Governor Promised Home Rule—

Having cried for home rule for Boston every time he was Mayor, James Michael Curley was going to see both that city and Fall River got it when he became Governor.

So the people elected him.

—And now they are learning he is more interested in playing politics than in keeping promises.

He has disregarded his promises to the people in the campaign as well as in his inaugural address.

He has decided to rely on the old, reliable "IF."

He now says Boston and Fall River can have home rule IF there is a referendum attached to the legislation granting it to these cities.

What he means is, Boston and Fall River can have home rule IF he is allowed to use their police commissionerships for political footballs during his term of office.

Why Bother With People's Stand?—

It means nothing to him that the people of Fall River have four times voted for home rule and their legislators have gone to the State House time and again and voted for bills which would give the taxpayers the right to direct a department whose upkeep they

Service
re
IASS.

EWS

Fall River, Mass.

FEB 26 1935

HERALD-NEWS
Fall River, Mass.

FEB 26 1935

Republican Is Again In Governor's Chair; Curley, Hurley Away

Massachusetts has a Republican governor today. He is Acting Governor Frederic C. Cook, secretary of state.

Gov. James M. Curley and Lieut. Gov. Joseph L. Hurley left for Washington yesterday afternoon and until Mr. Hurley's return on Wednesday morning, Mr. Cook will be acting governor. Then Lieut. Gov. Hurley will be acting governor for several days until Gov. Curley returns from a vacation in the South.

Gov. Curley Greeted 7290 at Reception

Young and old were among 7290 persons who greeted Gov. James M. Curley in the Hall of Flags at the State House in Boston Friday. It was the annual Washington's Birthday reception to the chief executive.

Governor Curley shook hands with the majority of the visitors, gave a military salute to those of the uniformed ranks and patted the back of many others. The chief executive enjoyed every minute of the reception, wearing a broad smile during the three hours and 16 minutes he stood on a small platform in the hall to receive visitors.

Press Clipping Service
2 Park Square
BOSTON MASS.

MERCURY
New Bedford, Mass.

FEB 26 1935

CURLEY ASKS UNITED STAND

Northeastern Governors, Congressmen Outline Program

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked today by Governor Curley of Massachusetts at a conference with northeastern senators and representatives.

The program as outlined, called for:

1. Expenditure of \$100,000,000 for Federal funds for Merrimac Valley and Connecticut Valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England states.
3. Expenditure of \$30,000,000 for development of Boston Harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Governor Curley outlined the Connecticut and Merrimac Valley projects, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Governors Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Public Works Administrator Ickes on the projects and said afterward they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimac Valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the governors said, should be paid for in full by the Federal Government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

UNION

Springfield, Mass.

FEB 26 1935

That Train Conference on Textiles

In a brief conference with the President on the way from Worcester to Boston, Governor Curley states that he laid the distressed condition of New England textiles before the President and asked him to do something to cure the situation. Further than this the nature of the conference is not revealed and no hint is given as to the President's reaction to the situation described by the Governor.

Speaking after the conference Governor Curley cited as facts that 90 per cent of the textile industry was now in the South, whereas a few years ago New England had more than that percentage for the country, that, whereas there used to be 100,000,000 spindles in New England, there are now only 10,300,000 and 4,000,000 of those are idle, and that the mills are using only two thirds of their capacity and yet are producing 50 per cent more goods than they can sell.

If Governor Curley, who is an enthusiastic devotee of the New Deal, mentioned to the President that this situation was after a year and a half of the model NRA textile code, he did not cite it afterwards as among the distressing facts. Had he mentioned it to the President, the latter might have retorted that the Southern mills were having similar trouble to dispose of their product. That would have naturally turned the discussion to unpleasant reflections upon the NRA as a means of recovery. There should be no mystery in the fact that code prices plus processing taxes on cotton textiles tend to put the product out of reach of the consuming public which is also more and more heavily taxed in other ways.

Nothing is clearer than that textile industries have not left New England for the Southern States for climatic reasons. The sole attraction of the South for these industries has consisted of lower wages, lower taxes and less restrictive labor legislation. No New England State has done more to drive textile industries elsewhere than has Massachusetts which has imposed special labor conditions and high taxes on this as on other industries; and the State is now looking for new ways to tax the industries that are left.

By his own preliminary budget Governor Curley implies higher taxation which, in falling more heavily on real estate will fall, of course, on the real property of the industries of the State. If these industries could find no other place where the charges were less they could not survive because they could not pay Government, state and local taxes and make a price at which the products could be adequately sold.

If, on the one hand, the Governor had accused the President's NRA of responsibility for conditions—and being a New Dealer, of course, he would not—the President might have retorted to the Governor that the state government should reduce its expenditures and thereby its taxation but, of course, the President would not so retort for he is not a reducer of government expenditures or of taxes.

It is dubious, therefore, if the discussion of the President and Governor on the way from Worcester to Boston developed any remedial proposals unless it was a suggestion that the Federal Government borrow some millions to lend to New England textile industries, as if increased interest payments would help industries already unable to meet new and higher costs of operation.

REPUBLICAN

Springfield, Mass.

FEB 26 1935

tomorrow fair. Massachusetts, Rhode Island and Connecticut, rain possibly changing to snow today, much colder today and tonight, tomorrow fair and colder.

General Conditions and Forecast

The disturbance that was over Missouri Sunday night has moved eastward to the lake region and the North Atlantic states with a trough extending southward over the Appalachian region to the middle gulf coast. Indications are for local snows in the Appalachian region and for rain in the Atlantic states, probably changing to snow in the North Atlantic states and parts of the Middle Atlantic states today. Generally fair weather will prevail tomorrow. The weather will be much colder in the Appalachian region and the North Atlantic states.

\$100,000,000 ASKED
FOR CONNECTICUT,
MERRIMAC PLANS

Curley Optimistic — Leaves
Washington Conference On
Way to Florida

MAINE, NEW HAMPSHIRE
GOVERNORS COOPERATE

Most of New England Congress
Delegation at Meeting—Brewster of Maine
Predicts United Action

Washington, Feb. 25—(AP)—United action by the New England congressional delegation for a \$200,000,000 program of federal improvements was asked today by Gov Curley of Massachusetts at a conference with northeastern senators and representatives.

Three-Point Program

The program, as outlined, called for:—

1. Expenditure of \$100,000,000 for federal funds for Merrimac valley and Connecticut valley developments.

2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England states.

3. Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of supercommerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Gov Curley outlined the Connecticut and Merrimac valley projects, which he said would involve improvements covering sanitation, sewerage, and other matters.

NEWS

Springfield, Mass.

FEB 26 1935

Radio11
Social News 7
Sports News13-15
State House18
World News Pictures20

HUEY WILL CALL
SPECIAL SESSION
TO BACK REBATE

law works is sufficient to prove that there's something decidedly rotten in Denmark. There's the case of a local man who, having been jobless for nearly two years, obtained a position paying him \$18 a week. He eagerly accepted this job, believing that he could get his family together again and could resume, in a measure, the happy existence he had once known. Naturally during his years of idleness he contracted some debts and events that transpired immediately after he found a job show that his creditors were watching, ready to pounce upon his slender earnings at the first opportunity.

The man in question presumed that he had \$18 coming to him at the end of his first week's work. But it was not to be, for three deputy sheriffs were waiting for his pay. Week after week these creditors continued to crowd this worker until finally, in desperation, he gave up his job. His employer was not particular about having deputy sheriffs roosting around his place of business, and he wasn't any the less happy when the victim of the "garnishee" left his employ.

Now this former worker is back on the street. His creditors have taken what few dollars he had, but they've lost the chance of getting any more, for the time being at least. And this man's case is in no sense an isolated one. Even the dumbest legislator must realize that there should be a drastic change in legislation governing attachments when the present law makes it possible for creditors to hound a man out of his job.

And incidentally the lawyers are not faring too bad under the present "garnishee" racket. In one instance involving a local citizen the law firm that put through the attachment papers dragged down a fee of more than \$17, and that sum was paid by the man who shortly before received the kindly ministrations of a deputy sheriff.

Gov Curley has plenty of work cut out for him if he forces through a change in the attachment setup. He knows, as does every other fair-minded person, that anyone listed as a debtor should have the right to defend himself. If he has a case that might confound the creditor's allegations, he can then go into court. If he hasn't a case, it's a safe bet that he'd never appeal to the law to uphold him.

In these parlous times the earnings of those fortunate enough to be employed should be protected by the state. Such action might cut into the earnings of lawyers and deputy sheriffs, but it would make a big hit with those who are now victims of what can best be called a racket.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD-NEWS
Fall River, Mass.
FEB 26 1935

THE POLITICAL GRAB BAG

By Thomas K. Brindley

It is both aggravating and amusing to learn definitely that the Governor is for home rule, IF—

When he was campaigning in this area, Mr. Curley loudly proclaimed that he saw no reason why Fall River should not be given the exclusive right to handle its own police force. He talked of the right of home rule and used his Oxonian English to impress the citizens with the idea he was their friend. He would give them what they had voted for on four occasions.

Governor Promised Home Rule—

Having cried for home rule for Boston every time he was Mayor, James Michael Curley was going to see both that city and Fall River got it when he became Governor.

So the people elected him.

—And now they are learning he is more interested in playing politics than in keeping promises.

He has disregarded his promises to the people in the campaign as well as in his inaugural address.

He has decided to rely on the old, reliable "IF."

He now says Boston and Fall River can have home rule IF there is a referendum attached to the legislation granting it to these cities.

What he means is, Boston and Fall River can have home rule IF he is allowed to use their police commissionerships for political footballs during his term of office.

Why Bother With People's Stand?—

It means nothing to him that the people of Fall River have four times voted for home rule and their legislators have gone to the State House time and again and voted for bills which would give the taxpayers the right to direct a department whose upkeep they

Service
re
IASS.

EWS

Fall River, Mass.

FEB 26 1935

HERALD-NEWS
Fall River, Mass.

FEB 26 1935

Republican Is Again In Governor's Chair; Curley, Hurley Away

Massachusetts has a Republican governor today. He is Acting Governor Frederic C. Cook, secretary of state.

Gov. James M. Curley and Lieut. Gov. Joseph L. Hurley left for Washington yesterday afternoon and until Mr. Hurley's return on Wednesday morning, Mr. Cook will be acting governor. Then Lieut. Gov. Hurley will be acting governor for several days until Gov. Curley returns from a vacation in the South.

Gov. Curley Greeted 7290 at Reception

Young and old were among 7290 persons who greeted Gov. James M. Curley in the Hall of Flags at the State House in Boston Friday. It was the annual Washington's Birthday reception to the chief executive.

Governor Curley shook hands with the majority of the visitors, gave a military salute to those of the uniformed ranks and patted the back of many others. The chief executive enjoyed every minute of the reception, wearing a broad smile during the three hours and 16 minutes he stood on a small platform in the hall to receive visitors.

Press Clipping Service
2 Park Square
BOSTON MASS.

MERCURY
New Bedford, Mass.

FEB 26 1935

CURLEY ASKS UNITED STAND

Northeastern Governors, Congressmen Outline Program

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked today by Governor Curley of Massachusetts at a conference with northeastern senators and representatives.

The program as outlined, called for:

1. Expenditure of \$100,000,000 for Federal funds for Merrimac Valley and Connecticut Valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England states.
3. Expenditure of \$30,000,000 for development of Boston Harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Governor Curley outlined the Connecticut and Merrimac Valley projects, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Governors Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Public Works Administrator Ickes on the projects and said afterward they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimac Valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the governors said, should be paid for in full by the Federal Government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

Press Clipping Service
2 Park Square
BOSTON MASS.

UNION
Springfield, Mass.
FEB 26 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.
FEB 26 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Springfield, Mass.
FEB 26 1935

THREE N. E. STATES JOIN TO AID VALLEY PROJECTS, INDUSTRIAL PROTECTION

that percentage for the country, that, whereas there used to be 100,000,000 spindles in New England, there are now only 10,300,000 and 4,000,000 of those are idle, and that the mills are using only two thirds of their capacity and yet are producing 50 per cent more goods than they can sell.

If Governor Curley, who is an enthusiastic devotee of the New Deal, mentioned to the President that this situation was after a year and a half of the model NRA textile code, he did not cite it afterwards as among the distressing facts. Had he mentioned it to the President, the latter might have retorted that the Southern mills were having similar trouble to dispose of their product. That would have naturally turned the discussion to unpleasant reflections upon the NRA as a means of recovery. There should be no mystery in the fact that code prices plus processing taxes on cotton textiles tend to put the product out of reach of the consuming public which is also more and more heavily taxed in other ways.

Nothing is clearer than that textile industries have not left New England for the Southern States for climatic reasons. The sole attraction of the South for these industries has consisted of lower wages, lower taxes and less restrictive labor legislation. No New England State has done more to drive textile industries elsewhere than has Massachusetts which has imposed special labor conditions and high taxes on this as on other industries; and the State is now looking for new ways to tax the industries that are left.

By his own preliminary budget Governor Curley implies higher taxation which, in falling more heavily on real estate will fall, of course, on the real property of the industries of the State. If these industries could find no other place where the charges were less they could not survive because they could not pay Government, state and local taxes and make a price at which the products could be adequately sold.

If, on the one hand, the Governor had accused the President's NRA of responsibility for conditions—and being a New Dealer, of course, he would not—the President might have retorted to the Governor that the state government should reduce its expenditures and thereby its taxation but, of course, the President would not so retort for he is not a reducer of government expenditures or of taxes.

It is dubious, therefore, if the discussion of

the President and Governor on the way from Worcester to Boston developed any remedial proposals unless it was a suggestion that the Federal Government borrow some millions to lend to New England textile industries, as if increased interest payments would help industries already unable to meet new and higher costs of operation.

\$100,000,000 ASKED FOR CONNECTICUT, MERRIMAC PLANS

Curley Optimistic — Leaves
Washington Conference On
Way to Florida

MAINE, NEW HAMPSHIRE GOVERNORS COOPERATE

Most of New England Congress Delegation at Meeting—Brewster of Maine Predicts United Action

Washington, Feb. 25—(AP)—United action by the New England congressional delegation for a \$200,000,000 program of federal improvements was asked today by Gov. Curley of Massachusetts at a conference with northeastern senators and representatives.

Three-Point Program

The program, as outlined, called for:

1. Expenditure of \$100,000,000 for federal funds for Merrimac valley and Connecticut valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England states.
3. Expenditure of \$30,000,000 for development of Boston harbor, and recommendation of construction of supercommerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Gov. Curley outlined the Connecticut and Merrimac valley projects, which he said would involve improvements covering sanitation, sewerage, and other matters.

GARNISHEE RACKET

Gov. Curley has promised to do something about changing the law governing attachments on salaries and wages. If he can devise some method that will give the worker the semblance of a fair deal as regarding the unholy and unfair "garnishee," he'll deserve the approbation of what politicians call the "salt of the earth."

An example of how the present law works is sufficient to prove that there's something decidedly rotten in Denmark. There's the case of a local man who, having been jobless for nearly two years, obtained a position paying him \$18 a week. He eagerly accepted this job, believing that he could get his family together again and could resume, in a measure, the happy existence he had once known. Naturally during his years of idleness he contracted some debts and events that transpired immediately after he found a job show that his creditors were watching, ready to pounce upon his slender earnings at the first opportunity.

The man in question presumed that he had \$18 coming to him at the end of his first week's work. But it was not to be, for three deputy sheriffs were waiting for his pay. Week after week these creditors continued to crowd this worker until finally, in desperation, he gave up his job. His employer was not particular about having deputy sheriffs roosting around his place of business, and he wasn't any the less happy when the victim of the "garnishee" left his employ.

Now this former worker is back on the street. His creditors have taken what few dollars he had, but they've lost the chance of getting any more, for the time being at least. And this man's case is in no sense an isolated one. Even the dumbest legislator must realize that there should be a drastic change in legislation governing attachments when the present law makes it possible for creditors to hound a man out of his job.

And incidentally the lawyers are not faring too bad under the present "garnishee" racket. In one instance involving a local citizen the law firm that put through the attachment papers dragged down a fee of more than \$17, and that sum was paid by the man who shortly before received the kindly ministrations of a deputy sheriff.

Gov. Curley has plenty of work cut out for him if he forces through a change in the attachment setup. He knows, as does every other fair-minded person, that anyone listed as a debtor should have the right to defend himself. If he has a case that might confound the creditor's allegations, he can then go into court. If he hasn't a case, it's a safe bet that he'd never appeal to the law to uphold him.

In these parlous times the earnings of those fortunate enough to be employed should be protected by the state. Such action might cut into the earnings of lawyers and deputy sheriffs, but it would make a big hit with those who are now victims of what can best be called a racket.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD-NEWS
Fall River, Mass.
FEB 26 1935

THE POLITICAL GRAB BAG

By Thomas K. Brindley

It is both aggravating and amusing to learn definitely that the Governor is for home rule, IF—

When he was campaigning in this area, Mr. Curley loudly proclaimed that he saw no reason why Fall River should not be given the exclusive right to handle its own police force. He talked of the right of home rule and used his Oxonian English to impress the citizens with the idea he was their friend. He would give them what they had voted for on four occasions.

Governor Promised Home Rule—

Having cried for home rule for Boston every time he was Mayor, James Michael Curley was going to see both that city and Fall River got it when he became Governor.

So the people elected him.

—And now they are learning he is more interested in playing politics than in keeping promises.

He has disregarded his promises to the people in the campaign as well as in his inaugural address.

He has decided to rely on the old, reliable "IF."

He now says Boston and Fall River can have home rule IF there is a referendum attached to the legislation granting it to these cities.

What he means is, Boston and Fall River can have home rule IF he is allowed to use their police commissionerships for political footfalls during his term of office.

Why Bother With People's Stand?—

It means nothing to him that the people of Fall River have four times voted for home rule and their legislators have gone to the State House time and again and voted for bills which would give the taxpayers the right to direct a department whose upkeep they

Service
re
IASS.

EWS

Fall River, Mass.

FEB 26 1935

HERALD-NEWS
Fall River, Mass.

FEB 26 1935

Republican Is Again In Governor's Chair; Curley, Hurley Away

Massachusetts has a Republican governor today. He is Acting Governor Frederic C. Cook, secretary of state.

Gov. James M. Curley and Lieut. Gov. Joseph L. Hurley left for Washington yesterday afternoon and until Mr. Hurley's return on Wednesday morning, Mr. Cook will be acting governor. Then Lieut. Gov. Hurley will be acting governor for several days until Gov. Curley returns from a vacation in the South.

Gov. Curley Greeted 7290 at Reception

Young and old were among 7290 persons who greeted Gov. James M. Curley in the Hall of Flags at the State House in Boston Friday. It was the annual Washington's Birthday reception to the chief executive.

Governor Curley shook hands with the majority of the visitors, gave a military salute to those of the uniformed ranks and patted the back of many others. The chief executive enjoyed every minute of the reception, wearing a broad smile during the three hours and 16 minutes he stood on a small platform in the hall to receive visitors.

Press Clipping Service
2 Park Square
BOSTON MASS.

MERCURY
New Bedford, Mass.

FEB 26 1935

CURLEY ASKS UNITED STAND

Northeastern Governors, Congressmen Outline Program

WASHINGTON, Feb. 25 (AP)—United action by the New England congressional delegation for a \$200,000,000 program of Federal improvements was asked today by Governor Curley of Massachusetts at a conference with northeastern senators and representatives.

The program as outlined, called for:

1. Expenditure of \$100,000,000 for Federal funds for Merrimac Valley and Connecticut Valley developments.
2. Expenditure of \$100,000,000 for grade crossing elimination in the six New England states.
3. Expenditure of \$30,000,000 for development of Boston Harbor, and recommendation of construction of super-commerce carriers, to operate on a four-day sailing from Boston.

With practically the entire New England congressional delegation present, Governor Curley outlined the Connecticut and Merrimac Valley projects, which he said would involve improvements covering sanitation, sewage, water supply, reforestation, flood control and soil erosion.

Prior to the conference, Governors Curley, Bridges of New Hampshire, and Brann of Maine, conferred with Public Works Administrator Ickes on the projects and said afterward they believed the proposal had been well received.

Bridges said recommendations by Curley and himself, in connection with the Merrimac Valley project, probably would be sent to the New Hampshire and Massachusetts legislatures this week.

The entire work, the governors said, should be paid for in full by the Federal Government. Curley estimated that the grade crossing project would cost \$35,000,000 in Massachusetts, and in all six states about \$100,000,000.

The conference was called primarily to discuss means of preserving the textile industry in New England. However, other subjects discussed included protection for New England fishermen from importations at prices ruinous to the American fishing industry, and early action with regard to operation of New England railroads.

FEB 26 1935

Special Justice Torphy Inducted

Atty. William A. Torphy of the office of Hurley and Torphy was inducted into office as a special justice of the Second District court today to fill the vacancy caused by the death of Special Justice Edward T. Murphy.

The brief ceremonies took place before a crowded courtroom, with the bench being banked with floral tributes from friends, relatives and associates. Included in the gathering were Judge Torphy's wife, Mrs. Anna P. Giblin Torphy; his parents, Mr. and Mrs. John E. Torphy; his sister, Miss Marion Torphy, and his brothers, Frank X., John E. Jr., and Walter Torphy.

Presiding Justice Benjamin Cook, Special Justices Frank M. Silvia and J. Edward Lajoie, and Rev. George B. McNamee, pastor of the Church of the Holy Name, were on the bench, with Clerk Michael J. Orpen and Asst. Clerk John E. Duffy at the clerk's desk.

Father McNamee offered prayer at the request of Judge Cook and then the latter asked Clerk Orpen to read Judge Torphy's commission from Gov. James M. Curley.

New Judge Speaks

Following Judge Cook's brief address, Judge Torphy responded, expressing appreciation to Gov. Curley and the Executive Council for their confidence in appointing and confirming him. He said that he was fully cognizant of the responsibility and not unmindful of the great lawyers and judges who have been associated with the court. He pledged himself to dispense justice at all times.

Judge Cook's Statement

Judge Cook's address follows: "To fill the vacancy caused by the death of Edward T. Murphy, of honored memory, His Excellency James M. Curley, Governor of the Commonwealth, has appointed William A. Torphy a Special Justice of this Court.

"Mr. Torphy was born in Fall River, graduated from our high school, from Boston College and the Harvard Law School, and since his admission to the bar has practiced in Fall River, where he has earned an enviable reputation both as a trial lawyer who always comes into court with his cases well prepared on the facts and law, and as a counselor who advises his client after careful consideration. Mr. Torphy is a diligent student of law, a man of the strictest integrity and finest character, and my associates on the bench, the Clerk of the Court, and all having to do with the administration of the Court welcome you, Mr. Justice Torphy, in the sure knowledge that you will perform your new duties ably, faithfully and impartially."

Following a brief Monday morning session at which Judge Torphy presided, in accordance with a long established custom, the new special justice welcomed his many friends, relatives, associates and well wishers at the bench. After court, he requested that many of the floral tributes be sent to several local hospitals.

FEB 26 1935

Curley Urges/ Developing Conn. Valley

Proposes State and Federal Cooperation to Conference, Feels Power Minor Matter

Kerr Act Favored Overwhelmingly

More Than 8 to 1 Ballot for Measure, AAA Preliminary Tabulation Shows

BY ARTHUR C. WIMER.
The Courant's Washington Correspondent.

Washington, Feb. 25.—State and national cooperation toward the development and improvement of the Connecticut Valley was one of the recommendations laid before a conference of New England congressmen and governors today by Governor Curley of Massachusetts.

Called primarily for the purpose of considering methods for saving the New England textile industry, the assembly discussed several projects which might be carried on in the region under the pending Federal works program. One of the undertakings so listed was a rounded development of the Connecticut Valley at an estimated cost of \$60-000,000. Among those attending the conference were William A. Dower of the Connecticut Manufacturers Association, representing Governor Cross, Senator Maloney and Representatives Citron of Middletown, Shaley of New Haven, Smith of Waterbury, Merritt of Bridgeport and Kopplemann of Hartford.

Representative Citron, author of a bill which would create a Connecticut Valley Authority, disagreed with Governor Curley on the question of power. The governor told correspondents that "we have all the potential power we need" and expressed the belief the Connecticut Valley program should not concern itself greatly with further power development and distribution. Later Mr. Citron took a contrary attitude, holding that cheaper power is of vital importance to the textile industry and that certainly any planned preservation of that industry should look toward lowering electricity costs.

Governor Curley explained that creation of a Connecticut Valley program was considered at the Washington meeting because it would require joint cooperation between Federal agencies and the various states affected. He declared the water in the Connecticut River is already so polluted "fish can't live in it" and said the development plan should look toward purification, flood control, beautification and fish conservation.

8 To 1 For Kerr Act.

The Agricultural Adjustment Administration announced today that a preliminary tabulation of official returns from the referendum which was completed February 15 indicates that persons who own, rent, share-crop or control land customarily engaged in the production of filler and binder cigar tobacco voted more than eight to one in favor of application of the Kerr-Smith tobacco act to those types of tobacco in 1935.

The tabulation shows that 88.9 per cent of the acreage for which votes were cast was voted in favor of application of the act in 1935. Approximately 87.4 per cent of the acreage eligible to be voted is included in the tabulation.

The Wisconsin-Minnesota district cast the heaviest vote for application of the Kerr-Smith act. In this district persons having control of 95.4 per cent of the land customarily engaged in production of cigar-leaf tobacco, upon which votes were cast, voted in favor of application of the act in 1935. The tabulation includes 94.1 per cent of the acreage eligible to be voted in this district.

The Connecticut Valley district cast the second heaviest vote for the act, with 94.7 per cent of the acreage voted being recorded as favoring application of the act. Approximately 89.2 per cent of the acreage eligible to be voted in this district was covered in the tabulation. Other acreages voting for application of the law were 85 per cent of Miami valley types and 79.7 per cent of the Pennsylvania-New York district.

Attend Housing Conference.

Four officials of the Hartford branch of the Federal Housing Administration are attending a three-day conference with Federal representatives which opened here today. The purpose of the sessions is to discuss plans for coordinating the various housing programs and for educating the public concerning the housing activities.

Attending from the Hartford office are John F. Gaffey, state manager; Lawrence Churchill, associate manager; Timothy J. Murphy financial relations manager.

FEB 26 1935

Granite Chips

H. C. P.

The oldest inhabitants of the state capitol have called upon the oldest inhabitants of the state capital to help solve the puzzle of the legislative group photograph which E. J. Rossiter unearthed in a Claremont attic and which C. B. Etsler, representative in the General Court from that town, brought to Concord for identification of the individuals in the picture. No one yet has been able to do this, but close scrutiny of the background of the photograph shows that it was made before the state house put on its present fine front of stately columns; in other words before 1866. So it is not surprising that the faces are not familiar to any one yet consulted. Some child or grandchild or great-grandchild of one of the solons of 70 years ago might do it.

A statistically minded examiner of the picture reports that of the 36 men represented in the group 18 are wearing tall black silk hats and one a tall grey hat; 12 black derbies; one a grey derby; three soft hats; and one a cap. Just half the number wear full beards, 12 have moustaches or sidewhiskers or both and six are smoothshaven. Not since the late George Sibley of Manchester demised have we seen a silk hat in every day use at the state house, and full beards are rare enough to single out their possessors for attention.

The recent death in New York City from pneumonia of Mary Ann Tilton, six year old daughter of Major and Mrs. George H. Tilton of Littleton and New York, is learned with deep regret and sympathy by Major Tilton's fellow members of the staff of Governor Bridges and by many other friends in New Hampshire. Official circles in Vermont mourn the sudden death from meningitis of the wife of Governor Charles M. Smith, Dartmouth '91.

The death at Hartford, Vt., on Sunday, of Mrs. Lydia M. Pingree, in her 96th year, recalls the fact that her distinguished husband, the late Samuel E. Pingree, Civil War colonel and governor of Vermont, was born in Salisbury, N. H., 104 years ago, and graduated from Dartmouth College in the class of 1857.

Legislative personals: Representative Russell of Conway spoke on zoning at a meeting in his home town last week and Representative Hunter of Hanover was heard on the same subject at Ossipee last evening. Representative Smart of Tilton is the active newspaper man among this year's solons, covering the legislative proceedings for the Laconia Evening Citizen in the absence of its other representatives. He thus follows in the distinguished recent footsteps of Captain Baker and Major DeMoulied. And years ago George W. Fowler, then representing the Manchester Union as both legislative reporter and business manager, used to rise from his seat at the press table and address the House as member from Pembroke.

E. D. Putnam, representative from Antrim, treats his fellow legislators, in Representatives' Hall, this evening, to a free showing of his famous direct color photographs illustrating "Picturesque New Hampshire." "Wonderful" is a superlative word which we do not often use, but it certainly applies to these photographs. A pioneer in this work, Mr. Putnam's achievements have been appreciated as far away from home as Washington, D. C., but he likes best to use his photographs to awaken New Hampshire folks to the beauty of their own land.

"October", a still life painting by Mrs. Ethel Foster of this city, has been accepted for hanging in an exhibition at the Boston Art Club. It was painted from a model composed by Mrs. E. W. Abbott of this city, with autumn flowers in an ancient bean pot, the colors of the flowers and the pottery contrasting with a deep red table cloth. Local critics think the painting is one of the best examples of Mrs. Foster's creative and artistic industry.

The national newspaper syndicate feature, "Today's Birthdays," took note of the fact, on Saturday, that former Governor John G. Winant of New Hampshire, president of the National Consumers' League, was born in New York City 46 years ago that day.

Another former governor of New Hampshire, Colonel John H. Bartlett, is his weekly Washington letter to the Newport Argus-Champion, says "I cannot help suspecting that opposition to the naming of this bridge (over Little Bay) the General John Sullivan bridge is born of the fear that people will think it is being named for the next governor of New Hampshire."

And, speaking of names, we wonder how it happened that a ship, now thought to be lost at sea, one of the line of packets sailing between New Bedford, Mass., and the Cape Verde Islands, should be called the Winniebesaukee, presumably for New Hampshire's great lake.

Governor Curley of Massachusetts as recognized New Hampshire by appointing a Granite State native, Miss Alice B. Ryan of Portsmouth, as one of the stenographers in his private office at the state house in Boston. But we do not know as that will make it any easier for folks from up this way to get by the guards into the Governor's personal presence, which reminds us that a visitor to the executive chambers in the New Hampshire state house yesterday, after sizing up the stature of Gordon and Paul Blaisdell, in the outer office of Governor Bridges, remarked that it would take a husky individual to force his undesired presence upon the New Hampshire Chief Executive.

HERALD
Boston, Mass.
FEB 27 1935

DROP INSANITY PRETENSE AND CRY OUT 'CHEAT'

Counsel of Defendants
Startled as Clients
Vent Wrath

MOTIONS FOR NEW TRIALS REFUSED

Relatives of Prisoners Are
Searched for Weapons on
Entering Court

By EDWARD ALLEN

Three prisoners about to be
sentenced for murder stood up
yesterday in the criminal court at
Dedham yesterday and threw

pretense out of the window.

Doffing the identities which

the defence had carefully built

up, Abraham Faber and Murton

and Irving Miller spoke out—

the most revealing words of the

whole trial. Then, Judge Nel-

son P. Brown sentenced them

to die in the electric chair at

the state prison in Charlestown

April 28 for the murder of

Patrolman Forbes McLeod dur-

ing the robbery of the Need-

ham Trust Company, Feb. 2,

1934.

Their elaborate insanity pleas

having availed them nothing,

psychiatrists and attorneys and

testimony and argument and

precedent and statute having

availed them nothing, the three

young amateurs of murder and

robbery waived their final right

of silence, and proceeded to

show they had a sense of

values, warped and twisted

though it was.

Abraham Faber, whom William R.

Scharton, his attorney, described as the

weak tool of Murton Millen, told the

court, without advice of counsel, that

he had traded his confession for his

life, that he had denounced his two

companions in the hope of saving his

own neck, and that he considered he

had been double-crossed by a state de-

tective.

IRVING TALKS HALF HOUR

Irving Millen, whom George S. Har-

vey, counsel for the defence of the Mil-

lens, had painted as almost an imbecile

with a brain hardly above that of a

loyal dog, stood up and spoke for nearly

a half hour. In fact, he made two

speeches. He denied he was a des-

perado, and pointed out that few crim-

(Continued on Page Four)

You're supposed to be humane and

have your full faculties. I never had

any joy. All I had was misery. Did

I ever have work? I couldn't hold a

job. You can't when you haven't

all your faculties. Can you say that

a boy going through all this misery

when he is only 19 years old—can

you say the jury gave a right verdict?

Insanity, sir, is a different proposi-

tion from what most people take it.

You don't have to be going around

acting like Napoleon Bonaparte. If

you have grandiose ideas, that is a

pretty—true sign of a type of insan-

ity.

When Dr. Myerson blurts out he

don't give a rap for public opinion,

he don't give a rap for his patients.

I paid him money. I paid him \$5.

That man's living his life. He has a

son.

I have nothing but a ——— life.

I can go to the electric chair. I

don't say I will go like a brave man,

but I can go.

You, sir, must realize that many

other criminals do not go to a psy-

chiatrist. If a person is the victim of

a mental disease, he cannot do other-

wise than his mind dictates. It is

pretty low when the jury can't see

the difference between Faber and me,

or even between another party and

me. The American flag offers me, as

well as Norfolk county, justice.

FABER QUOTES FERRARI

Faber, who spoke between the two

halves of Irving's speech, said:

When I confessed, Lt. Ferrari

promised to get me out of this affair.

He appeared decent to me. I told him

the whole story. I told him more

than the whole story. I told him

everything I knew. He stated that if

I got on the band wagon, all that

would be necessary would be for the

district attorney to whisper in the

judge's ear and I would get a life

sentence. I believed him. I must have

been crazy.

Lt. Ferrari said, "To hell with the

bankers. You keep the money. Give it

to your folks." You will not find a

word about the money in my confes-

sion. He left that out. He intended to

keep his promise. Other influences

intervened and he was unable to do

so.

Joseph Millen, father of the con-

demned boys, announced after the sen-

tence that he would seek court action

to compel Sheriff Samuel Capen to per-

mit him and other members of the

family to visit the Millens. He said they

had been excluded from the jail for

three weeks.

Mrs. Millen was sitting in an ante

room and did not hear the verdict. The

elder Millen denied that she was the

person who recently visited John A.

McLaughlin, of 50 Hobart street, Brain-

tree, a juror, on behalf of the boys. Mc-

Laughlin, alarmed by the visit of "Mrs.

Millen" and the sight of several men

outside, his house in an automobile,

called the police, and terminated the

interview. The incident, which hap-

pened a few nights ago, was not made

public until yesterday.

SEARCHED FOR WEAPONS

Millen, and his elder daughter, Miss

Frances Millen, were searched for

weapons when they entered the heavily-

guarded court-room yesterday. Before

taking her seat, Mrs. Rose Faber, Abe's

mother, kissed her son as he sat in the

prisoner's cage. She requested a court

officer not to seat her near the Millen

family. She sobbed audibly when Abe

was sentenced, and was so overcome

with grief that she could not go to the

jail to comfort her son.

After sentence, Harvey visited his

clients at jail. He said that Murton was

still defiant, Irving grinning. They

wanted to be executed as soon as pos-

sible.

Miss Millen, who was wearing a black

sealskin coat when she arrived with

her sister, Mrs. Mary Goodman, rounded

up a group of young men outside the

courthouse as potential witnesses for

her brothers. She said they were will-

ing to testify to the rowdy actions of

the crowd the night the jury returned

its verdict. Police, however, refused to

let them enter the building.

The defence filed affidavits concern-

ing the crowd's alleged "intimidation"

of the jury through the open windows

of the jury room. Judge Brown de-

scribed some of the affidavits as "fan-

ciful" and refused to admit them to the

record of the trial as "facts." He ad-

mitted, however, his own statement that

the crowd outside the courthouse had

audibly manifested its approval of the

verdict.

HARVEY'S ARGUMENT

Harvey's argument on his motion for

a new trial stressed the noise of the

crowd while the jury was deliberating.

He said it was more than the mob vio-

lence which actually took place at the

trial of the Scottsboro boys, as he un-

derstood the facts of the Scottsboro

case.

"Within 18 or 20 feet of the open

window of the jury room, the crowd

was hollering and screeching in a man-

ner that was disgraceful," he said.

"Cries were heard of 'Electric chair!'

'Burn the Jews!'

'First degree murder.'

"All this was within the hearing of

the jury. I'll venture the opinion there

were men on that jury who didn't dare

bring in a first degree verdict.

This is mob violence in its extreme, in-

timidation in its extreme. I have even

heard there were some threats of lynch-

ing.

"Are those things to be tolerated in

Massachusetts? They'll hardly stand

for them in some parts of the southern

states. When your honor came back

that night, you must have noticed

them."

CHARGES JURY ROOM LEAK

Harvey charged a "leak" in the jury

room, reported rumors that the verdict

was flashed to the crowd with a flash-

light, and said the crowd was cheering

before the foreman announced the ver-

dict.

He charged that Mrs. Frank O. Had-

dock, widow of one of the murdered

policemen, started applause in the court

room when Dr. Abraham Myerson, said

he didn't care for public opinion. He

charged the jury paid no attention to

the defence alienists, that it was im-

possible to obtain an impartial trial

at the time because of inflamed public

opinion. He criticized the supreme court

for "glibly" ignoring reasonable conclu-

sions by saying there was nothing in

the record to indicate the applause of

Dr. Myerson had anything to do with

the jury's verdict.

Harvey said the joint trial with Faber

had endangered his clients because of

Firemen Called for Blood Transfusions

NORWOOD, Feb. 26—When a blood
transfusion is necessary at the Nor-
wood Hospital, the fire department is
called and a fireman responds as
quickly as he would to a call of fire.
Firemen have submitted to nine
transfusions in recent months, many
of which have been instrumental in
saving a life, hospital officials an-
nounced today.

When donors of blood were sought
five months ago, the entire fire de-
partment responded. Alonzo Earle,
the chief, and Firemen Harry Butler
and Henry Millen each have sub-
mitted to two transfusions, while
Louis Parker, deputy chief, and Fire-
men Leo Stearns and Joseph McCor-
mack have taken part in one each.

the "unnecessary" arrest of Dr. Ray
Shattuck, Faber defence alienist, and
intimation that Faber's eyes had been
"doped" prior to one examination. He
said photographs had been obtained
showing waitresses at a "roadhouse" sit-
ting in the laps of court officers who
were supposed to be guarding the jury.

SEEKS DELAY IN SENTENCE

Scharton, who did not move for a
new trial for Faber, filed a motion ask-
ing that sentence be delayed seven or
10 days while he perfected his petition
to the supreme court for a review of
his exceptions. He said that if Faber
was sentenced now, Judge Brown would
lose jurisdiction of the case, and he
preferred to have Faber's fate in the
hands of Judge Brown than in the
hands of Gov. Curley, especially after
Curley's recent statements about crime
and paroles.

He said he hoped to "convert" the
state supreme court, which had refused
to review exceptions in the Sacco-Van-
zetti case after announcing its find-
ing to set a precedent in this case. He said
the supreme court had virtual-
ly "apologized" for its findings by poin-
ing out the right of appeal to the United
States supreme court.

FEB 26 1935

Special Justice Torphy Inducted

Atty. William A. Torphy of the office of Hurley and Torphy was inducted into office as a special justice of the Second District court today to fill the vacancy caused by the death of Special Justice Edward T. Murphy.

The brief ceremonies took place before a crowded courtroom, with the bench being banked with floral tributes from friends, relatives and associates. Included in the gathering were Judge Torphy's wife, Mrs. Anna P. Giblin Torphy; his parents, Mr. and Mrs. John E. Torphy; his sister, Miss Marion Torphy, and his brothers, Frank X., John E. Jr., and Walter Torphy.

Presiding Justice Benjamin Cook, Special Justices Frank M. Silvia and J. Edward Lajoie, and Rev. George B. McNamee, pastor of the Church of the Holy Name, were on the bench, with Clerk Michael J. Orpen and Asst. Clerk John E. Duffy at the clerk's desk.

Father McNamee offered prayer at the request of Judge Cook and then the latter asked Clerk Orpen to read Judge Torphy's commission from Gov. James M. Curley.

New Judge Speaks

Following Judge Cook's brief address, Judge Torphy responded, expressing appreciation to Gov. Curley and the Executive Council for their confidence in appointing and confirming him. He said that he was fully cognizant of the responsibility and not unmindful of the great lawyers and judges who have been associated with the court. He pledged himself to dispense justice at all times.

Judge Cook's Statement

Judge Cook's address follows: "To fill the vacancy caused by the death of Edward T. Murphy, of honored memory, His Excellency James M. Curley, Governor of the Commonwealth, has appointed William A. Torphy a Special Justice of this Court.

"Mr. Torphy was born in Fall River, graduated from our high school, from Boston College and the Harvard Law School, and since his admission to the bar has practiced in Fall River, where he has earned an enviable reputation both as a trial lawyer who always comes into court with his cases well prepared on the facts and law, and as a counselor who advises his client after careful consideration. Mr. Torphy is a diligent student of law, a man of the strictest integrity and finest character, and my associates on the bench, the Clerk of the Court, and all having to do with the administration of the Court welcome you, Mr. Justice Torphy, in the sure knowledge that you will perform your new duties ably, faithfully and impartially."

Following a brief Monday morning session at which Judge Torphy presided, in accordance with a long established custom, the new special justice welcomed his many friends, relatives, associates and well wishers at the bench. After court, he requested that many of the floral tributes be sent to several local hospitals.

FEB 26 1935

Curley Urges/ Developing Conn. Valley

Proposes State and Federal Cooperation to Conference, Feels Power Minor Matter

Kerr Act Favored Overwhelmingly

More Than 8 to 1 Ballot for Measure, AAA Preliminary Tabulation Shows

BY ARTHUR C. WIMER.
The Courant's Washington Correspondent.

Washington, Feb. 25.—State and national cooperation toward the development and improvement of the Connecticut Valley was one of the recommendations laid before a conference of New England congressmen and governors today by Governor Curley of Massachusetts.

Called primarily for the purpose of considering methods for saving the New England textile industry, the assembly discussed several projects which might be carried on in the region under the pending Federal works program. One of the undertakings so listed was a rounded development of the Connecticut Valley at an estimated cost of \$60,000,000. Among those attending the conference were William A. Dower of the Connecticut Manufacturers Association, representing Governor Cross, Senator Maloney and Representatives Citron of Middletown, Shaley of New Haven, Smith of Waterbury, Merritt of Bridgeport and Kopplemann of Hartford.

Representative Citron, author of a bill which would create a Connecticut Valley Authority, disagreed with Governor Curley on the question of power. The governor told correspondents that "we have all the potential power we need" and expressed the belief the Connecticut Valley program should not concern itself greatly with further power development and distribution. Later Mr. Citron took a contrary attitude, holding that cheaper power is of vital importance to the textile industry and that certainly any planned preservation of that industry should look toward lowering electricity costs.

Governor Curley explained that creation of a Connecticut Valley program was considered at the Washington meeting because it would require joint cooperation between Federal agencies and the various states affected. He declared the water in the Connecticut River is already so polluted "fish can't live in it" and said the development plan should look toward purification, flood control, beautification and fish conservation.

8 To 1 For Kerr Act.

The Agricultural Adjustment Administration announced today that a preliminary tabulation of official returns from the referendum which was completed February 15 indicates that persons who own, rent, share-crop or control land customarily engaged in the production of filler and binder cigar tobacco voted more than eight to one in favor of application of the Kerr-Smith tobacco act to those types of tobacco in 1935.

The tabulation shows that 88.9 per cent of the acreage for which votes were cast was voted in favor of application of the act in 1935. Approximately 87.4 per cent of the acreage eligible to be voted is included in the tabulation.

The Wisconsin-Minnesota district cast the heaviest vote for application of the Kerr-Smith act. In this district persons having control of 95.4 per cent of the land customarily engaged in production of cigar-leaf tobacco, upon which votes were cast, voted in favor of application of the act in 1935. The tabulation includes 94.1 per cent of the acreage eligible to be voted in this district.

The Connecticut Valley district cast the second heaviest vote for the act, with 94.7 per cent of the acreage voted being recorded as favoring application of the act. Approximately 89.2 per cent of the acreage eligible to be voted in this district was covered in the tabulation. Other acreages voting for application of the law were 85 per cent of Miami valley types and 79.7 per cent of the Pennsylvania-New York district.

Attend Housing Conference.

Four officials of the Hartford branch of the Federal Housing Administration are attending a three-day conference with Federal representatives which opened here today. The purpose of the sessions is to discuss plans for coordinating the various housing programs and for educating the public concerning the housing activities.

Attending from the Hartford office are John F. Gaffey, state manager; Lawrence Churchill, associate manager; Timothy J. Murphy financial relations manager,

FEB 26 1935

Granite Chips

H. C. P.

The oldest inhabitants of the state capitol have called upon the oldest inhabitants of the state capital to help solve the puzzle of the legislative group photograph which E. J. Rossiter unearthed in a Claremont attic and which C. B. Etsler, representative in the General Court from that town, brought to Concord for identification of the individuals in the picture. No one yet has been able to do this, but close scrutiny of the background of the photograph shows that it was made before the state house put on its present fine front of stately columns; in other words before 1866. So it is not surprising that the faces are not familiar to any one yet consulted. Some child or grandchild or great-grandchild of one of the solons of 70 years ago might do it.

A statistically minded examiner of the picture reports that of the 36 men represented in the group 18 are wearing tall black silk hats and one a tall grey hat; 12 black derbies; one a grey derby; three soft hats; and one a cap. Just half the number wear full beards, 12 have moustaches or sidewhiskers or both and six are smoothshaven. Not since the late George Sibley of Manchester demised have we seen a silk hat in every day use at the state house, and full beards are rare enough to single out their possessors for attention.

The recent death in New York City from pneumonia of Mary Ann Tilton, six year old daughter of Major and Mrs. George H. Tilton of Littleton and New York, is learned with deep regret and sympathy by Major Tilton's fellow members of the staff of Governor Bridges and by many other friends in New Hampshire. Official circles in Vermont mourn the sudden death from meningitis of the wife of Governor Charles M. Smith, Dartmouth '91.

The death at Hartford, Vt., on Sunday, of Mrs. Lydia M. Pingree, in her 96th year, recalls the fact that her distinguished husband, the late Samuel E. Pingree, Civil War colonel and governor of Vermont, was born in Salisbury, N. H., 104 years ago, and graduated from Middlebury College in 1825.

and M. A. Kaplan, field representative. Charles A. Moser, chairman of the Stamford Housing Committee, is also in attendance by invitation from Mr. Gaffey and delivered a speech to the conference today outlining activities of his committee. Federal officers described what had been done in Stamford under chairmanship of Mr. Moser as "very fine."

Hayes Here on Patronage.

The Connecticut patronage situation claimed attention here again today when Lieutenant Governor Frank W. Hayes conferred with officials on the possibility of settling the controversy.

It was reliably reported that among others, Mr. Hayes discussed a compromise plan with Senators Lonergan and Maloney. Details of what he proposed did not become known.

Volunteer Weather Prophet.

With no money available for additional weather stations the United States Weather Bureau is considering expanding service in Connecticut by making Charles Howes of Stamford an official observer without pay.

Mayor Phillips of Stamford wrote to Senator Lonergan that Mr. Howes was a very proficient amateur and that he had offered to serve as a Federal observer without salary. Director Gregg of the Weather Bureau told Senator Lonergan stations had been frequently established along such voluntary lines and that he would give serious consideration to making Mr. Howes station part of the Federal service in Connecticut.

The national newspaper syndicate feature, "Today's Birthdays," took note of the fact, on Saturday, that former Governor John G. Winant of New Hampshire, president of the National Consumers' League, was born in New York City 46 years ago that day.

Another former governor of New Hampshire, Colonel John H. Bartlett, is his weekly Washington letter to the Newport Argus-Champion, says "I cannot help suspecting that opposition to the naming of this bridge (over Little Bay) the General John Sullivan bridge is born of the fear that people will think it is being named for the next governor of New Hampshire."

And, speaking of names, we wonder how it happened that a ship, now thought to be lost at sea, one of the line of packets sailing between New Bedford, Mass., and the Cape Verde Islands, should be called the Winnipiesaukee, presumably for New Hampshire's great lake.

Governor Curley of Massachusetts as recognized New Hampshire by appointing a Granite State native, Miss Alice B. Ryan of Portsmouth, as one of the stenographers in his private office at the state house in Boston. But we do not know as that will make it any easier for folks from up this way to get by the guards into the Governor's personal presence, which reminds us that a visitor to the executive chambers in the New Hampshire state house yesterday, after sizing up the stature of Gordon R. Sawyer and Paul Blaisdell, in the outer office of Governor Bridges, remarked that it would take a husky individual to force his undesired presence upon the New Hampshire Chief Executive.

HERALD-NEWS
Fall River, Mass.

FEB 26 1935

Special Justice Torphy Inducted

Atty. William A. Torphy of the office of Hurley and Torphy was inducted into office as a special justice of the Second District court today to fill the vacancy caused by the death of Special Justice Edward T. Murphy.

The brief ceremonies took place before a crowded courtroom, with the bench being banked with floral tributes from friends, relatives and associates. Included in the gathering were Judge Torphy's wife, Mrs. Anna P. Giblin Torphy; his parents, Mr. and Mrs. John E. Torphy; his sister, Miss Marion Torphy, and his brothers, Frank X., John E. Jr., and Walter Torphy.

Presiding Justice Benjamin Cook, Special Justices Frank M. Silvia and J. Edward Lajoie, and Rev. George B. McNamee, pastor of the Church of the Holy Name, were on the bench, with Clerk Michael J. Orpen and Asst. Clerk John E. Duffy at the clerk's desk.

Father McNamee offered prayer at the request of Judge Cook and then the latter asked Clerk Orpen to read Judge Torphy's commission from Gov. James M. Curley.

New Judge Speaks

Following Judge Cook's brief address, Judge Torphy responded, expressing appreciation to Gov. Curley and the Executive Council for their confidence in appointing and confirming him. He said that he was fully cognizant of the responsibility and not unmindful of the great lawyers and judges who have been associated with the court. He pledged himself to dispense justice at all times.

Judge Cook's Statement

Judge Cook's address follows: "To fill the vacancy caused by the death of Edward T. Murphy, of honored memory, His Excellency James M. Curley, Governor of the Commonwealth, has appointed William A. Torphy a Special Justice of this Court.

"Mr. Torphy was born in Fall River, graduated from our high school, from Boston College and the Harvard Law School, and since his admission to the bar has practiced in Fall River, where he has earned an enviable reputation both as a trial lawyer who always comes into court with his cases well prepared

COURANT
Hartford, Ct.

FEB 26 1935

Curley Urges Developing Conn. Valley

Proposes State and Federal Cooperation to Conference, Feels Power Minor Matter

Kerr Act Favored Overwhelmingly

More Than 8 to 1 Ballot for Measure, AAA Preliminary Tabulation Shows

BY ARTHUR C. WIMER.
The Courant's Washington Correspondent.

Washington, Feb. 25.—State and national cooperation toward the development and improvement of the Connecticut Valley was one of the recommendations laid before a conference of New England congressmen and governors today by Governor Curley of Massachusetts.

Called primarily for the purpose of considering methods for saving the New England textile industry, the assembly discussed several projects which might be carried on in the region under the pending Federal works program. One of the undertakings so listed was a rounded development of the Connecticut Valley at an estimated cost of \$60,000,000. Among those attending the conference were William A. Dower of the Connecticut Manufacturers Association, representing Governor Cross, Senator Maloney and Representatives Citron of Middletown, Shaley of New Haven, Smith of Waterbury, Merritt of Bridgeport and Kopplemann of Hartford.

Representative Citron, author of a bill which would create a Connecticut Valley Authority, disagreed with Governor Curley on the question of power. The governor told correspondents that "we have all the potential power we need" and expressed the belief the Connecticut Valley program should not concern itself greatly with further power development and distribution. Later Mr. Citron took a contrary attitude, holding that cheaper power is of vital importance to the textile industry and that certainly any planned preservation of that industry should look toward lowering electricity costs.

Governor Curley explained that creation of a Connecticut Valley program was considered at the Washington meeting because it would require joint cooperation between Federal agencies and the various states affected. He declared the water in the Connecticut River is already so polluted "fish can't live in it" and said the development plan should look toward purification, flood control, beautification and fish conservation.

8 To 1 For Kerr Act.

The Agricultural Adjustment Administration announced today that a preliminary tabulation of official returns from the referendum which was completed February 15 indicates that persons who own, rent, share-crop or control land customarily engaged in the production of filler and binder cigar tobacco voted more than eight to one in favor of application of the Kerr-Smith tobacco act to those types of tobacco in 1935.

The tabulation shows that 88.9 per cent of the acreage for which votes were cast was voted in favor of application of the act in 1935. Approximately 87.4 per cent of the acreage eligible to be voted is included in the tabulation.

The Wisconsin-Minnesota district cast the heaviest vote for application of the Kerr-Smith act. In this district persons having control of 95.4 per cent of the land customarily engaged in production of cigar-leaf tobacco, upon which votes were cast, voted in favor of application of the act in 1935. The tabulation includes 94.1 per cent of the acreage eligible to be voted in this district.

The Connecticut Valley district cast the second heaviest vote for the act, with 94.7 per cent of the acreage voted being recorded as favoring application of the act. Approximately 89.2 per cent of the acreage eligible to be voted in this district was covered in the tabulation. Other acreages voting for application of the law were 85 per cent of Miami valley types and 79.7 per cent of the Pennsylvania-New York district.

Attend Housing Conference.

Four officials of the Hartford branch of the Federal Housing Administration are attending a three-day conference with Federal representatives which opened here today. The purpose of the sessions is to discuss plans for coordinating the various housing programs and for educating the public concerning the housing activities.

Attending from the Hartford office are John F. Gaffey, state manager; Lawrence Churchill, associate manager; Timothy J. Murphy financial relations manager.

MONITOR
Concord, N. H.

FEB 26 1935

Granite Chips

H. C. P.

The oldest inhabitants of the state capitol have called upon the oldest inhabitants of the state capital to help solve the puzzle of the legislative group photograph which E. J. Rossiter unearthed in a Claremont attic and which C. B. Etsler, representative in the General Court from that town, brought to Concord for identification of the individuals in the picture. No one yet has been able to do this, but close scrutiny of the background of the photograph shows that it was made before the state house put on its present fine front of stately columns; in other words before 1866. So it is not surprising that the faces are not familiar to any one yet consulted. Some child or grandchild or great-grandchild of one of the solons of 70 years ago might do it.

A statistically minded examiner of the picture reports that of the 36 men represented in the group 18 are wearing tall black silk hats and one a tall grey hat; 12 black derbies; one a grey derby; three soft hats; and one a cap. Just half the number wear full beards, 12 have moustaches or sidewhiskers or both and six are smoothshaven. Not since the late George Sibley of Manchester demised have we seen a silk hat in every day use at the state house, and full beards are rare enough to single out their possessors for attention.

The recent death in New York City from pneumonia of Mary Ann Tilton, six year old daughter of Major and Mrs. George H. Tilton of Littleton and New York, is learned with deep regret and sympathy by Major Tilton's fellow members of the staff of Governor Bridges and by many other friends in New Hampshire. Official circles in Vermont mourn the sudden death from meningitis of the wife of Governor Charles M. Smith, Dartmouth '91.

The death at Hartford, Vt., on Sunday, of Mrs. Lydia M. Pingree, in her 96th year, recalls the fact that her distinguished husband, the late Samuel E. Pingree, Civil War colonel and governor of Vermont, was born in Salisbury, N. H., 104 years ago, and graduated from Dartmouth College in the class of 1857.

Legislative personals: Representative Russell of Conway spoke on zoning at a meeting in his home town last week and Representative Hunter of Hanover was heard on the same subject at Ossipee last evening. Representative Smart of Tilton is the active newspaper man among this year's solons, covering the legislative proceedings for the Laconia Evening Citizen in the absence of its other representatives. He thus follows in the distinguished recent footsteps of Captain Baker and Major DeMoulied. And years ago George W. Fowler, then representing the Manchester Union as both legislative reporter and business manager, used to rise from his seat at the press table and address the House as member from Pembroke.

E. D. Putnam, representative from Antrim, treats his fellow legislators, in Representatives' Hall, this evening, to a free showing of his famous direct color photographs illustrating "Picturesque New Hampshire." "Wonderful" is a superlative word which we do not often use, but it certainly applies to these photographs. A pioneer in this work, Mr. Putnam's achievements have been appreciated as far away from home as Washington, D. C., but he likes best to use his photographs to awaken New Hampshire folks to the beauty of their own land.

"October", a still life painting by Mrs. Ethel Foster of this city, has been accepted for hanging in an exhibition at the Boston Art Club. It was painted from a model composed by Mrs. E. W. Abbott of this city, with autumn flowers in an ancient bean pot, the colors of the flowers and the pottery contrasting with a deep red table cloth. Local critics think the painting is one of the best examples of Mrs. Foster's creative and artistic industry.

The national newspaper syndicate feature, "Today's Birthdays," took note of the fact, on Saturday, that former Governor John G. Winant of New Hampshire, president of the National Consumers' League, was born in New York City 46 years ago that day!

Another former governor of New Hampshire, Colonel John H. Bartlett, is his weekly Washington letter to the Newport Argus-Champion, says "I cannot help suspecting that opposition to the naming of this bridge (over Little Bay) the General John Sullivan bridge is born of the fear that people will think it is being named for the next governor of New Hampshire."

And, speaking of names, we wonder how it happened that a ship, now thought to be lost at sea, one of the line of packets sailing between New Bedford, Mass., and the Cape Verde Islands, should be called the Winnepesaukee, presumably for New Hampshire's great lake.

Governor Curley of Massachusetts has recognized New Hampshire by appointing a Granite State native, Miss Alice B. Ryan of Portsmouth, as one of the stenographers in his private office at the state house in Boston. But we do not know as that will make it any easier for folks from up this way to get by the guards into the Governor's personal presence. Which reminds us that a visitor to the executive chambers in the New Hampshire state house yesterday, after sizing up the stature of Gordon Eager and Paul Blaisdell, in the outer office of Governor Bridges, remarked that it would take a husky individual to force his undesired presence upon the New Hampshire Chief Executive.

these values!
Days
4
Last

Chas. L. Richardson & Co.
631 Atlantic Ave., Boston
Opposite South Station
Summer St.
This fine champagne was imported from France since re-
pealed.
Guaranteed in
Perfect
Condition
\$1.69
Full Bottles

MILLEN, FABER DIE ON APRIL 28

Three Defendants Drop Pretense of Insanity When Sentenced

(Continued from First Page)

inals consulted a psychiatrist before committing crimes. Murton Millen, the snarling atheist, the manic-depressive, the crazy fellow who didn't know wrong from right, as the defence put it, stood up and accused Judge Brown of "cheating" the defendants. Later, when Judge Brown said, "And may God have mercy on your souls," the atheist shouted from the prisoner's cage, "Don't worry! He will."

Scharton and Harvey were plainly startled. The three defendants had been rigidly separated since their trial last June. Each attempt to establish communication between their cells by code and signals had been intercepted. How had they reached an agreement to make this disjointed, three-part swan song for the public record?

The answer was simple. Counsel had overlooked the long hours spent in cells of Dedham jail during which one had nothing to think about except an impassioned last outburst of contempt for society and self-pity, the pet affliction of every prisoner. Repentance was last in their thoughts.

CHAT IN CAGE

No wonder their conversation was animated from the moment they were seated together in the prisoner's cage waiting for Judge Brown to come out of his chambers. In surprising contrast with their apathetic demeanor during the trial, they chatted with their heads together until an officer cried, "Court." There in the courtroom, waiting to be sentenced, they rehearsed the statements they would make if the motions of counsel for a new trial and delay of sentence were denied. Patiently, gently, with judicial forbearance, Judge Brown heard the arguments of counsel on the motions, and then explained that judges were human, juries were human, laws were human, the crowd outside the courthouse man, the night of the verdict was human—all part of a human society liable to err—but that he could not find that justice had not been satisfied.

Murton was the first to speak his mind: "You've cheated us. I wish to say to you honor, you've cheated us during the trial, and before the trial."

His speech was brief and defiant. His brother's was more calm, but just as bitter underneath. Irving Millen's sentences were often incomplete, sometimes mumbled and inarticulate, but, in substance, he said:

I believe I have been given an unfair trial, and the constitution guarantees a fair trial. In 1929 I did visit a psychiatrist. I believe if your honor were fully instructed in psychiatry, you would have found differently. I can do no more than go by the dictates of my mind. I am not a desperado, that is, in the sense that I have never been to prison. I feel that I did not have a fair start in life. I had to go on a little equipment. When my mind orders me to do a thing, I obey those dictates. If I am to be electrocuted, I think it is about time the laws were changed. I say this in the hope that others unfortunate as I am should not have to be punished like this.

NEVER HAD ANY JOY

You're supposed to be humane and have your full faculties. I never had any joy. All I had was misery. Did I ever have work? I couldn't hold a job. You can't when you haven't all your faculties. Can you say that a boy going through all this misery when he is only 19 years old—can you say the jury gave a right verdict? Insanity, sir, is a different proposition from what most people take it. You don't have to be going around acting like Napoleon Bonaparte. If you have grandiose ideas, that is a pretty—true sign of a type of insanity.

When Dr. Myerson blurts out he don't give a rap for public opinion, he don't give a rap for his patients. I paid him money. I paid him \$5. That man's living his life. He has a son.

I have nothing but a ——— life. I can go to the electric chair. I don't say I will go like a brave man, but I can go.

You, sir, must realize that many other criminals do not go to a psychiatrist. If a person is the victim of a mental disease, he cannot do other-wise than his mind dictates. It is pretty low when the jury can't see the difference between Faber and me, or even between another party and me. The American flag offers me, as well as Norfolk county, justice.

FABER QUOTES FERRARI

Faber, who spoke between the two halves of Irving's speech, said: When I confessed, Lt. Ferrari promised to get me out of this affair. He appeared decent to me. I told him the whole story. I told him more than the whole story. I told him everything I knew. He stated that if I got on the band wagon, all that would be necessary would be for the district attorney to whisper in the judge's ear and I would get a life sentence. I believed him. I must have been crazy.

Lt. Ferrari said, "To hell with the bankers. You keep the money. Give it to your folks." You will not find a word about the money in my confession. He left that out. He intended to keep his promise. Other influences

intervened and he was unable to do so.

Joseph Millen, father of the condemned boys, announced after the sentence that he would seek court action to compel Sheriff Samuel Capen to permit him and other members of the family to visit the Millens. He said they had been excluded from the jail for three weeks.

Mrs. Millen was sitting in an ante room and did not hear the verdict. The elder Millen denied that she was the person who recently visited John A. McLaughlin, of 50 Hobart street, Braintree, a juror, on behalf of the boys. McLaughlin, alarmed by the visit of "Mrs. Millen" and the sight of several men outside his house in an automobile, called the police, and terminated the interview. The incident, which happened a few nights ago, was not made public until yesterday.

SEARCHED FOR WEAPONS

Millen, and his elder daughter, Miss Frances Millen, were searched for weapons when they entered the heavily-guarded court-room yesterday. Before taking her seat, Mrs. Rose Faber, Abe's mother, kissed her son as he sat in the prisoner's cage. She requested a court officer not to seat her near the Abe family. She sobbed audibly when Abe was sentenced, and was so overcome with grief that she could not go to the jail to comfort her son.

After sentence, Harvey visited his clients at jail. He said that Murton was still defiant, Irving grinning. They wanted to be executed as soon as possible.

Miss Millen, who was wearing a black sealskin coat when she arrived with her sister, Mrs. Mary Goodman, rounded up a group of young men outside the courthouse as potential witnesses for her brothers. She said they were willing to testify to the rowdy actions of the crowd the night the jury returned its verdict. Police, however, refused to let them enter the building.

The defence filed affidavits concerning the crowd's alleged "intimidation" of the jury through the open windows of the jury room. Judge Brown described some of the affidavits as "fantastic" and refused to admit them to the record of the trial as "facts." He admitted, however, his own statement that the crowd outside the courthouse had audibly manifested its approval of the verdict.

HARVEY'S ARGUMENT

Harvey's argument on his motion for a new trial stressed the noise of the crowd while the jury was deliberating. He said it was more than the mob violence which actually took place at the trial of the Scottsboro boys, as he understood the facts of the Scottsboro case.

"Within 18 or 20 feet of the open window of the jury room, the crowd was hollering and screeching in a manner that was disgraceful," he said. "Cries were heard of 'Electric chair! Burn the Jews! First degree murder!'"

"All this was within the hearing of the jury. I'll venture the opinion there were men on that jury who didn't dare not to bring in a first degree verdict. This is mob violence in its extreme, intimidation in its extreme. I have even heard there were some threats of lynching."

"Are those things to be tolerated in Massachusetts? They'll hardly stand for them in some parts of the southern states. When your honor came back that night, you must have noticed them."

CHARGES JURY ROOM LEAK

Harvey charged a "leak" in the jury room, reported rumors that the verdict was flashed to the crowd with a flashlight, and said the crowd was cheering before the foreman announced the verdict.

He charged that Mrs. Frank O. Had-dock, widow of one of the murdered policemen, started applause in the court room when Dr. Abraham Myerson, said he didn't care for public opinion. He charged the jury paid no attention to the defence alienists, that it was impossible to obtain an impartial verdict at the time because of inflated public opinion. He criticized the supreme court for "glibly" ignoring reasonable conclusions by saying there was nothing in the record to indicate the applause of Dr. Myerson had anything to do with the jury's verdict.

Harvey said the joint trial with Faber had endangered his clients because of

Firemen Called for Blood Transfusions

NORWOOD, Feb. 26—When a blood transfusion is necessary at the Norwood Hospital, the fire department is called and a fireman responds as quickly as he would to a call of fire. Firemen have submitted to nine transfusions in recent months, many of which have been instrumental in saving a life, hospital officials announced today.

When donors of blood were sought five months ago, the entire fire department responded. Alonzo Earle, the chief, and Firemen Harry Butler and Henry Millen each have submitted to two transfusions, while Louis Parker, deputy chief, and Firemen Leo Stearns and Joseph McCormack have taken part in one each.

The "unnecessary" arrest of Dr. Ray Shattuck, Faber's defence alienist, and intimation that Faber's eyes had been "doped" prior to one examination. He said photographs had been obtained showing waitresses at a "roadhouse" sitting in the laps of court officers who were supposed to be guarding the jury.

SEEKS DELAY IN SENTENCE

Scharton, who did not move for a new trial for Faber, filed a motion asking that sentence be delayed seven or 10 days while he perfected his petition to the supreme court for a review of his exceptions. He said that if Faber was sentenced now, Judge Brown would lose jurisdiction of the case, and he preferred to have Faber's fate in the hands of Judge Brown than in the hands of Gov. Curley, especially after Curley's recent statements about crime and paroles.

He said he hoped to "convert" the state supreme court, which had refused to review exceptions in the Sacco-Vanzetti case after announcing its finding to set a precedent in this case. He said the supreme court had virtually "apologized" for its findings by pointing out the right of appeal to the United States supreme court.

THE LEWISTON DAILY SUN

TUESDAY, FEBRUARY 26, 1935
Published every morning except Sunday
Entered at 104 Park St., Lewiston
Entered at Lewiston Post Office as
Second Class Matter
MEMBER OF ASSOCIATED PRESS
The Associated Press is exclusively
entitled to the use of replications of
all news dispatches credited to it or
not otherwise credited to the paper and
also local news published.

The Sun assumes no financial responsibility for typographical errors in advertisements but will reprint that part of any advertisement in which a typographical error occurs. Advertisers will please notify Advertising Manager promptly of error which may occur.

SUBSCRIPTION RATES

Pay Sun carrier in Lewiston and Auburn by the week, is payable Saturday at The Sun office as follows:	
Three Months	\$1.75
Six Months	3.50
One Year	7.00
BY MAIL IN ADVANCE	
One Month	50c
10 Weeks	5.00
One Year	5.00
By Mail to Any Address Outside Maine and New Hampshire	
Six Months	5.50
One Year	10.00

If Representative Brewster had ever had anything to do with running a newspaper, he should have learned something about that thing called an ad.

He would urge his fishermen friends and constituents to subscribe to The Sun and Journal and have Sun and Journal carriers take his ad in for the want column.

Wanted: Some hungry folks to buy my fish.

Strange that with his long and varied experience Representative Brewster had not learned that if you have something to sell the best thing to do is to advertise it. Advertise it; tell the many wage earners how they can enjoy a fine fish dinner at less cost than they have been paying for meat dinners.

Set up a food shop, Mr. Brewster. Put in attractive ads in the daily papers.

Tell the public in your ad, Mr. Brewster, you will give more vitamins, and more tasty, in your fish and potato measure than they can get for the same money in any other way.

If the people are so deuced ignorant they don't know what to eat, teach them with good advertising. Don't go whining begging to Washington to try to force people to change their buying by getting Congress to make prices higher.

Get a picture of your United States of America.

The preamble of the Constitution begins: "In order to form a more perfect Union." There was a Union that had somehow got along and kept up the war with England as part of the world complications of British foreign policy at that time. There was some degree of union. There had been efforts to improve the Union, but with narrow success. The Constitution was adopted to form a more perfect Union. The large purpose of the more perfect Union was to provide for national defense; to provide for establishing justice.

One of the large purposes of improving the Union, making a more perfect Union, was to meet the vexatious problem of State legislation interfering with interstate commerce. The Constitution gave to Congress the power to regulate interstate commerce. During our history that power to regulate interstate commerce has probably brought more cases and more difficult special issues before the Supreme Court than any other provision of the Constitution.

Essentially the interstate commerce power was given to Congress to prevent the States from doing injustice. And for quite a part of our history there was no detailed exercise of the power of Congress to regulate interstate commerce. The beautiful working of the rule was that the giving the power to Congress took away power from the States; so that when an act of a State was disputed as practically an interference with interstate commerce, the dispute went to the Supreme Court. Again and again the Supreme Court held that the State was interfering in interstate commerce; and that its legislation was invalid.

The other great constitutional provision is one of those jokes on statesmen or law-makers—the 14th Amendment. The 14th Amendment was adopted to protect the newly emancipated Negro in the conquered Southern States.

That is what the 14th Amendment was adopted for. What the 14th Amendment amounted to was the protection of valuable property interests against State interference. Many, many cases have gone to the Supreme Court of the United States disputing some State statute, often a tax law or a license law or some interference with one kind of business and another.

Those two great provisions of the Constitution are appealed to more than all other provisions of the Constitution together. The power of Congress over interstate commerce, the 14th amendment forbidding the States to "deprive any person of life, liberty or property without due process of law."

One of the purposes of adopting the Constitution was to establish justice. When they adopted the Constitution they did not appreciate what they were making of the Supreme Court. The way it has worked out, as a matter of history, is that the Supreme Court of the United States is the most precious feature in the new nation, created by the Constitution of the United States.

The Supreme Court is the final appeal of all citizens for the vindication of their rights as citizens of the State and as citizens of the United States.

It may be said that the great purposes of the Constitution were to provide for common defense and to establish justice.

The purpose was not to provide

a new Government to take care of the unemployed, to feed the hungry to help bankrupts by lending them new money. It was no part of the purpose. If such things had been suggested it would have been impossible to agree on a Constitution.

But see the situation today, 1935, a hundred and fifty years after the separation from England.

The new nation gave to its central government the business of dealing with foreign countries; the business of regulating commerce, not only among the States, but with foreign countries. That is, the new Government had charge of responsibility for, our foreign relations. The new Government was not intended to have any part in conducting our domestic government duties. But see the situation today. See your Federal Government usurping powers that belong to the States. Your Federal Government presuming to go into the States and take control of industries and compel the industries to make new laws about business,—some six hundred legislatures,—which Congress has no more right to do than it has to go to China and set up six hundred legislatures.

On the other hand, see the pitiful weakness and meanness, inadequacy, in your Federal Government's foreign policy—of that part of the political duties of your Federal Government which are exclusive and most essential.

See your Federal Government spending money in increasing the military strength of the country, not because there is danger of invasion, but because there are many idle men that must have some kind of work.

See at the same time your Federal Government's special ambassador in Europe trying to get European Governments to sign some sort of agreement about reduction or restriction of arms.

See at the same time your President preparing a new scheme for ship subsidy. Ship subsidy, of course, is a theory or a method for securing the building of more ships,—spending public money, tax money, to induce men to go into business that no man should go into unless he sees a fair expectation of profit. Shipbuilders should take their chances as other business men have to; and take the consequences. They should not put their money into ship-building unless they have excellent reason to believe they will get their money back. That is the way other business men have to do. But your Federal Government is so deuced generous, don't you know, helping everybody—everybody but the people who are trying to do business at a profit and the people who are trying to get good wages—your Government, so generous, butting in to help men to make money at a kind of work at which they cannot make money.

And this ship subsidy business, coming up just now, calls attention to the fact that in England, the center of ship-building, the greatest ship-owning country in the world, there is a large scheme for scrapping ships, scrapping old ships and building new ones.

It is a plain bit of history, and it applies all around, to all kinds of production and distribution, that old machinery and old methods get old very quickly. So if you owned an old ship it would be better to scrap it and build a new one than to go ahead and try to get business and carry freight in that old ship,—that more expensive ship.

It is a familiar principle, and we have had it illustrated in a costly way right here in Lewiston, that you can't afford to do business with machinery that is out of date. The more business you do, the deeper in the hole you will go. Lewiston had a very costly lesson.

But not only is our Federal Government in the foolish business of subsidizing ship-builders, hiring them to build ships as they hire farmers not to farm,—at the very time when our Government is hiring ship-builders to build ships because they cannot make it pay to build them without being hired, at that very time our Government is maintaining the highest and worst protective tariff to prevent the use of such ships.

Ship subsidy at the same time with Hawley-Smoot tariff is as sensible as if the Government had spent millions and millions improving our harbors,—Portland, Boston, New York, and all along,—had spent millions of money—as if that same Federal Government should spend millions to get up bars, big, big sand bars to keep out ships from those ports, to prevent them from bringing in goods and carrying out goods.

Far better if the Government had not spent a dollar to improve New York harbor, and then set up a monstrous tariff law to prevent the ships from coming into New York harbor.

Along with the absurdity of hiring men to build ships, at the same time with maintaining a tariff on purpose to prevent commerce those ships would be used for, comes that pitiful little story of the Southerner who is going to Europe to find out what is the matter, and see what can be done to get more trade with Europe.

If now Mr. Johnston would take the trouble to get down his copy of the Hawley-Smoot tariff,—as if a Southerner could be so little of a Democrat as not to know what is the matter. If Mr. Johnston were

Mark Sullivan

RENEWAL OF NRA SHOULD AWAIT SENATE PROBE AND HIGH COURT DECISION ON IT

RA Law Has Not Proved to Be a "Fait Accompli" Such as the Gold Repudiation Act—Both Federal and State Courts Now Finding Parts of it Illegal

Washington—The New Deal induces into America issues known only in the spirit of Americanism of Europe. It introduces other issues not known before anywhere. The legislative assurance composing the New Deal we heaped upon Congress and the country in such volume and with such speed that some were enacted without understanding of them by either Congress or people. I refrain from saying that in this "business" the country into what I would have amounted to a revolution. I refrain from saying that it was an intention of getting some of these measures enacted and into the country a "fait accompli," a thing done which it would be impracticable to undo. This turned out to be in part the case with the Supreme Court passed upon last week. In the decision of the lower court on one of those cases, Judge Charles E. Hughes of the Eastern district of Missouri alluded to the "disastrous economic effect" which would result from undoing the New Deal action about this. This was, Judge Hughes said, "an urgent reason why" the Government's action should not be undone "if it is legally possible to avoid it."

Tried Tactics of Delay

The apparent wish of the New Dealers to create a "fait accompli" difficult to undo, is reflected in their actions about N. R. A. It has been felt that New Deal lawyers were, until a few months ago, following a strategy of preventing N. R. A. cases from coming before the courts, especially cases which involved constitutionality. Some courts have criticized New Deal lawyers for dilatory tactics. In the United States District Court at Baltimore last July, Judge William C. Coleman reproved the New Deal lawyers severely for "evasion." In part Judge Coleman said: "It would seem to the court that the Government authorities would welcome some opportunity to test their authority."

There are good grounds to suppose that this strategy of delay on the part of the New Deal lawyers. They wished to avoid letting the constitutionality of N. R. A., or the constitutionality of the common sense and justice of it, until after Congress should re-enact it. N. R. A. was first enacted June 16, 1933, for a period of two years. As first enacted, it was plastered all over with the label "emergency." That label was relied upon to get the country to accept a measure contrary to American traditions, repugnant to familiarly-held freedoms, and harsher in its terms than America would be willing to submit to, except as a concession to emergency. The first three words in the act are "a national emergency." It was to expire in two years, "or sooner if the President shall by proclamation . . . declare that the emergency has ended."

Wants Permanent NRA

The expiration of the two years is approaching. The President, far from proclaiming that the emergency has ended, has said openly last March, that much of N. R. A. is to be "permanent for all the rest of our lives," and he is now asking Congress to reenact much of it.

to get down his copy of the Hawley-Smoot tariff and study the outrageous big taxes it puts on,—above forty, above fifty, above sixty per cent—some up to a hundred per cent or more—to prevent trade, to prevent the people of Europe from selling their goods in this country; and so to prevent the selling of cotton and wheat and other food products and American manufactures in Europe—

If but Mr. Johnston would but study his tariff, he needn't spend the money to go to Europe. He could get right busy in his own State and his own section and make it his everlasting duty to fight the Hawley-Smoot tariff until he gets a more decent tariff.

And along with that contradictory picture, we have the reports coming month by month showing gold imports, and more gold imports. They call it favorable balance of trade. Favorable is an old word applied to trade relations. It is a word that never meant so much as it seemed to mean. But what it means now, this favorable balance of trade, this import of gold month after month, more than export of gold,—what it is now is an unfavorable balance. Far better if the balance were the other way.

Far better if the millions and hundreds of millions of imports of gold were turned into export of gold. There is already in this country of gold more than ought to be in this country for the best interest of commerce and industry. That picture of import of gold, when there is already too much gold, along with the high tariff to prevent importation of goods, and along with ship subsidy to hire men to build ships that can't get the business—there is a picture of your U. S. foreign policy.

And at home here that Federal Government who is kicking itself, who is contradicting its fundamental function, who is preventing trade with a prohibitive tariff—the Government that is preventing the right foreign relations, preventing trade, preventing large imports and large exports, tying up useless accumulation of gold—that same Government is at the same time butting in with any constitutional authority, to regulate business that belongs exclusively to the control of the States.

So that this morning, along with the news that the President is getting up a new scheme for ship subsidy, we have the news,—the shameful news to New England,—that our Northern cotton manufacturers

In the meantime, several conditions have developed. The enormous campaign of propaganda, organization and intimidation with which General Hugh Johnson flooded the country, did not fully succeed in overcoming the American instinct for freedom. N. R. A. today is not a "fait accompli," it is a subject of debate. In the meantime also the New Deal lawyers didn't succeed in keeping the mass of victims from reaching the courts. One test case involving the constitutionality of N. R. A. is about to be heard before the Supreme Court and in lower Federal courts and State courts many decisions are being handed down which deny the validity or the justice of many parts of N. R. A.

Renewal Should Await Probe

In the meantime also, the complaints reaching Congress have resulted in the creation of a committee to investigate, and to report upon "charges of injustice, oppression and favoritism in the administration of the (N. R. A.) codes." There have been accusations that the New Dealers wished to postpone this investigation, or sidetrack it, or make it impotent until June 16 when the renewal of N. R. A. if it is to be renewed, will have taken place.

It seems clear that Congress ought not to renew N. R. A. until after it has before it two sources of light and guidance, Congress should wait until the Supreme Court has passed upon the constitutionality of N. R. A., and Congress should take into account whatever the court decides. And Congress should wait until the evidence available for Congress own investigating committee is fully presented.

The nature of this evidence, and of the complaints against N. R. A., can be suggested by quotations from the resolution offered by Democratic Senator McCarran of Nevada and Progressive Republican Senator Nye of North Dakota:

Charges against NRA

"That small enterprises are oppressed and their continued existence jeopardized; that in the industries the code authorities are dominated by certain elements of the industry, and are using their power for the oppression of other elements; that hordes of paid investigators and inquisitors travel over the country practicing unlawful searches and seizures; that powerful and extra-legal demands which can not be ignored, under pain of economic death; that the torrent of rules, regulations and interpretations have been deliberately designed to be vague, indefinite and uncertain in order that the codes may mean anything or nothing in the unlimited discretion and untrammelled will of the code authorities; that code authority and administration in many cases has lost all semblance of a rule of law and has become a rule of men, bent upon the oppression of their weaker competitors."

These, of course, are charges against N. R. A., as phrased by two Senators. They do not pretend to allude to whatever virtues N. R. A. may have. It would seem that the Senate should await full presentation of evidence before renewing N. R. A.

are going to try to get Washington to try to do something, something to that illegal cotton manufacturers' code,—something to crowd those Southern manufacturers. Shame on those New England cotton manufacturers!

And at the same time that they are in that disgraceful business of trying to deprive Southern cotton manufacturers of their rights—at the same time they talk about some kind of embargo on cotton goods; as if we hadn't had, for years and years, that monstrous high tariff that was so largely embargo.

What those cotton manufacturers ought to be doing,—and surely they ought to have experts in their industrial teams to tell them something about the make-up of the tariff,—what those cotton manufacturers ought to be doing is to get getting at those outrageous tariff taxes on the things the cotton manufacturers have to buy. All that goes to the building of their factories, all that goes into the making of their machines and tools. Intolerable taxes on dyes and chemicals. The steel and other materials to go to the building of railroad equipment and ships, by which their cotton and their cotton goods are transported.

The cotton manufacturers, instead of fighting Southern cotton manufacturers, should be fighting the high tariff taxes by which they are handicapped.

Men fit to be Governors of New England States ought to know better than to support that grand spending scheme of Governor Curley of Massachusetts.

The Merrimac river is, practically, not a navigable stream. The expenditure of the hundred millions called for by Curley would be not an exercise of the Federal Government's power to regulate interstate commerce; but would be a violation of the Constitution, a usurpation of power by Congress to develop water power on the Merrimac river.

Congress has no right to spend money that way.

The proposal to spend thirty millions to improve Boston harbor is ridiculous in the light of the Hawley-Smoot tariff; which Governor Curley is too little of a Democrat to attack.

If Governor Curley had a fairly good amount of Democratic red blood in his veins, instead of that illegal scheme for blowing in Federal money on the Merrimac river he would get busy insisting on a reduced tariff; which would allow for larger trade with foreign

Books and Authors

"THE WANDERER"

"The Wanderer" by Louis Golding. (Farrar & Rinehart) \$2.50 Pp 307.

Louis Golding has gathered the material for this collection of short stories from a wide variety of sources. "The dark city of Doomington" familiar to the readers of "Magnolia Street", is the scene of several of the tales; Massachusetts, Southern Tunisia, Bessarabia, the English Cotswolds, Deauville, Provence, London Slums, Scottish Moors, Mesopotamia; these are some of the localities he uses and his characters are as varied. There are rich men, poor men, highborn ladies, prize fighters, negroes, and maiden ladies like Miss Poinfret and Miss Primrose with the "faded voice and thin, like a forgotten spinnet touched in an attic. . . none the less, curiously sweet." There are tales of mystery, of romance, some tragic, some gay, but all fascinating and superbly handled.

"In Ararat"—Mr. Golding's Ararat is in Lincolnshire—there were about six houses, "all buxom under their bonnets of thatch, a post office, and old church, and an inn at their center. Among the houses and round the church little streams wandered at their will, where fat amphibious children splashed from water to grass."

Mr. Golding is an accomplished writer of fiction, of verse, of travel and belles lettres. The illustrations for "The Wanderer" are by Allan McNab—medallions in black and white at the beginning of each chapter.—R. D. N.

"CONQUEST OF CANAAN"

"The Conquest of Canaan" by Booth Tarkington (Harper) \$2.50. Pp. 315.

countries, and so larger imports and larger exports. A larger volume of manufactures and so a larger volume of wages. If but Governor Curley were a sure-enough Democrat!

There are some indications of some improvement in business; and some reasons for a degree of courage in spite of the paralyzing meddling by the Federal Government.

Perhaps not less valuable than the indications of improvement in trade are the indications that President Roosevelt's last grand scheme for blowing in billions is busted. At present, at least, the opposition to the President continues in its full strength. It seems improbable that President Roosevelt will be able to invent a scheme to which he can get the support of the full strength of the Democratic party.

Among the minor good indications is the milk war in Boston.

Boston ought to insist on handling her own milk problem. It is good that there are men in Boston who are not quite so subservient and not quite so politically hungry as Governor Curley and his bunch. Or as Representative Rogers or Representative Martin.

It is good that the Boston milk people are talking about getting into the courts.

As long as Boston submits to having her milk supply controlled by Washington, Boston should try to hide herself.

Let us hope that that NRA committee gets right busy investigating,—very busy.

Let us hope that with all their efforts they will not be able to claim they have prevented a textile strike.

Far better to have a textile strike quite as bad as that of last year—far better, than to have such a strike prevented by the activities of an illegal Federal Government organization.

NRA is, from the foundation, illegal. It is usurpation of power by Congress. Congress has no more right to set up NRA in the States than it has to go over to Canada and set it up.

The best thing is that it is quite improbable that any kind of investigation by NRA can possibly save NRA. It is plain that NRA is doomed. It was an impossible undertaking. It is illegal. So far as it could be effective, it was plainly a hindrance rather than a help to business. If NRA is not as dead as the U. S. rhetorician General Johnson would have you understand, it is at least comfortably moribund.

When you see all this useless and worse illegal meddling, see the harm it has done in delaying the return of good business, when you see the worse than wasted activities, when you see the worse than wasted millions of borrowed money that must be paid out of the earnings of wage earners, when you see the everlasting shame on your rich that American Government of that repudiation of the gold dollar, when you see the possible complexities and extended litigation that may follow that repudiation, when you see the piling up of useless gold, when you see this Southern plantation going abroad to get some business, when you see the President setting up a new kind of ship subsidy, when you see the cotton manufacturers suggesting something like an embargo on cotton goods—

When you see all this useless and worse meddling-in, when you blush to think of the repudiation of the gold dollar promises, when you are disgusted at the talk of stabilization of the dollar, stabilization of foreign exchange, when you think that if instead of all that wasted effort, all that frightful attack on the Constitution of the United States, if instead of that Roosevelt Administration had left the dollar alone, had left industry alone, had left bankruptcy of banks and business alone,—had let alone and let alone and with all that letting-alone had gone no further than to put the Democratic Underwood

When, through the troublous sea that beset a book, one sails unscathed through fair weather and foul for 30 years, it may safely be hailed as "Conqueror of the Waves." Such a one is Booth Tarkington's "The Conquest of Canaan." A splendid book in a splendid new dress; and as such should be as successful as when, at the height of its fame, it sold 220,000 copies and established Booth Tarkington as an outstanding American novelist.

It is the story of Canaan, a small mid-Western village smug in its virtues, blind to its vices except wherein these added spice to an otherwise unflavored existence; what proof moreover, could they bring against Eschew Arp's bitter indictment, "that we folks modernly, ain't more degenerate than the ancient Romans." Had he, by any chance reference to the superior owner of "strange and brilliant garments, of shining silver boxes and fuses," who cut so wide a swath in Canaan that it eventually swept Joe Loudan away in its course? To land him however, after a lapse of years, high and dry again upon the town's unfriendly shores.

Here, despite his gallant fight with the wrath of the just must have, in time, overwhelmed him, had it not been for Arle's return, and that quality of mercy so tender that it savored of angels' wings enfolding his tired spirit. She, too, had known the meaning of the word "outcast"—yet in the end when Canaan's very foundations are shaken—when the mighty had fallen until the despised dust covered them, she, with Joe's aid, restores order out of chaos, bringing the story to a dramatic, and touching conclusion.—R. W. L.

tariff of 1913 in place of the last and worst Republican Hawley-Smoot tariff of 1930,—when you think that by that single stroke as a first important step toward a more sound international policy, a more sound internal policy,—

Those Washington people who propose a new court for the main purpose of getting prompt decisions on trade disputes. They show the same misunderstanding of the situation that the former President Roosevelt did in his championship of the Interstate Commerce Commission. President Roosevelt insisted that they couldn't wait for the courts, they must get busy and act more promptly. But it didn't take very long to discover that putting judicial matters into the hands of an executive body didn't prevent the piling up of cases. The same kind of delay developed in the Interstate Commerce Commission.

What those law-reformers ought to have attacked is the whole organization of the courts, in this case the organization of the Federal courts. Instead of leaving the old courts congested with disputes the parties to which should have as good treatment as anybody, instead of leaving that to go on slow and wrong, and setting up this new court for special kinds of litigation, the law-reformers should have insisted on making the U. S. courts over. Abolishing terms of court, making one single trial court for the whole country, with all judges available for use where a judge is needed.

Give every citizen the best possible practical relief in the courts. No matter what his grievance, whether it is an ordinary contract, whether it is a big trade contract, whether it is a serious case of tort, whether it is a criminal case,—a capital criminal case or a petty Post Office case. Whatever grievance cognizable in a U. S. court should get prompt hearing. When ever any citizen has a grievance that he wants the court to hear he should find a judge ready to hear him. Ready to hear him without making him wait until someone else has been heard.

It is a mere problem in organization; and not a big problem. It will be comparatively easy in these days of instantaneous communication all over town and all over county and State and country—in these days of rapid communication and rapid transportation it should be an easy matter for one trial court that has jurisdiction of all cases coming before U. S. courts,—for one trial court to be so organized with central control, that wherever, from Atlantic to Pacific, big city or small town, an American citizen has a grievance that needs the attention of a Federal court, he can have the attention of the court right off today.

And when difficulties come up in the hearing and decision of his case, and some degree of delay is necessary, it will not be that old medieval continuance from term to term—the delay will be no longer than is necessary to get a fair hearing or trial of that particular issue.

Those law-reformers should begin with, re-organizing the courts,—with cutting out those old, old out-of-date methods; making the courts of the United States as prompt and efficient as, for instance, the telephone is now. As prompt and efficient as the police department, as the fire department, the hospital.

Once in a century or so a writer is born who can get a child's viewpoint so perfectly that it is as if the child itself spoke to us from the printed page. The well known author of "When We Were Very Young" is one of these. Listen to the small one's plaint:

"COME OUT WITH ME"

"There's sun on the river and sun on the hill. . . You can hear the sea if you stand quite still. . . There's eight new puppies at Roundabout Farm. And I saw an old sailor with only one arm."

"But every one says, 'Run along!'" (Run along, run along!) All of them say, "Run along!" I'm busy as can be."

THE LEWISTON DAILY SUN

TUESDAY, FEBRUARY 26, 1935
Published every morning except Sunday
at 104 Park St., Lewiston
Entered at Lewiston Post Office as
Second Class Mail Matter

MEMBER OF ASSOCIATED PRESS
The Associated Press is exclusively
entitled to the use of republications of
all news dispatches credited to it or
also local news published.
The Sun assumes no financial respon-
sibility for typographical errors in ad-
vertisements but will reprint that part
of any advertisement in which a typo-
graphical error occurs. Advertisers will
please notify Advertising Manager
promptly of error which may occur.

SUBSCRIPTION RATES
Pay Sun carrier in Lewiston and An-
dover by the week 15 cents payable Sat-
urday morning or payable in advance
The Sun office is as follows:
Three Months \$1.75
Six Months \$3.25
One Year \$6.00
BY MAIL IN ADVANCE
One Month 50c
Three Months \$1.50
Six Months \$2.80
One Year \$5.00
By Mail Any Address Outside
Maine and New Hampshire
Six Months \$3.50
One Year \$6.50

If Representative Brewster had
ever had anything to do with run-
ning a newspaper, he should have
learned something about that
thing called an ad.
He would urge his fishermen
friends and constituents to sub-
scribe to The Sun and Journal and
have Sun and Journal carriers take
his ad in for the want column.

Wanted: Some hungry folks to
buy my fish.
Strange that with his long and
varied experience Representative
Brewster had not learned that if
you have something to sell the
best thing to do is to advertise it.
Advertise it; tell the many wage
earners how they can enjoy a fine
fish dinner at less cost than they
have been paying for meat dinners.

Set up a food shop, Mr. Brewster.
Put in attractive ads in the daily
papers.
Tell the public in your ad, Mr.
Brewster, you will give more vita-
mins, and more tasty, in your fish
and potato measure than they can
get for the same money in any
other way.

If the people are so deuced ig-
norant they don't know what to
eat, teach them with good adver-
tising. Don't go whining begging to
Washington to try to force people
to change their buying by getting
Congress to make prices higher.

Get a picture of your United
States of America.
The preamble of the Constitution
begins: "In order to form a more
perfect Union." There was a Union
that had somehow got along and
kept up the war with England as
part of the world complications of
British foreign policy at that time.
There was some degree of Union.
There had been efforts to improve
the Union, but with narrow success.
The Constitution was adopted to
form a more perfect Union. The
large purpose of the more perfect
Union was to provide for national
defense; to provide for establishing
justice.

One of the large purposes of im-
proving the Union, making a more
perfect Union, was to meet the
vexatious problem of State legisla-
tion interfering with interstate
commerce. The Constitution gave to
Congress the power to regulate in-
terstate commerce. During our his-
tory that power to regulate inter-
state commerce has probably
brought more cases and more dif-
ficult special issues before the Su-
preme Court than any other pro-
vision of the Constitution.

Essentially the interstate com-
merce power was given to Con-
gress to prevent the States from
doing injustice. And for quite a
part of our history there was no
detailed exercise of the power of
Congress to regulate interstate com-
merce. The beautiful working of
the rule was that the giving the
power to Congress took away power
from the States; so that when an
act of a State was disputed as
practically an interference with in-
terstate commerce, the dispute
went to the Supreme Court. Again
and again the Supreme Court held
that the State was interfering in
interstate commerce; and that its
legislation was invalid.

The other great constitutional
provision is one of those jokes
on statesmen or law-makers—the
14th Amendment. The 14th Amend-
ment was adopted to protect the
newly emancipated Negro in the
conquered Southern States.
That is what the 14th Amendment
was adopted for. What the 14th
Amendment amounted to was the
protection of valuable property in-
terests against State interference.
Many, many cases have gone to the
Supreme Court of the United
States disputing some State sta-
tute, often a tax law or a license
law or some interference with one
kind of business and another.

Those two great provisions of
the Constitution are appealed to
more than all other provisions of
the Constitution together. The power
of Congress over interstate com-
merce, the 14th amendment forbid-
ding the States to "deprive any
person of life, liberty or property
without due process of law."

One of the purposes of adopting
the Constitution was to establish
justice. When they adopted the
Constitution they did not appreci-
ate what they were making of the
Supreme Court. The way it has
worked out, as a matter of history,
is that the Supreme Court of the
United States is the most precious
feature in the new nation, created
by the Constitution of the United
States.

The Supreme Court is the final
appeal of all citizens for the vindi-
cation of their rights as citizens of
the State and as citizens of the
United States.

It may be said that the great
purposes of the Constitution were
to provide for common defense and
to establish justice.

The purpose was not to provide

a new Government to take care of
the unemployed, to feed the hungry
to help bankrupts by lending them
new money. It was no part of the
purpose. If such things had been
suggested it would have been im-
possible to agree on a Constitu-
tion.

But see the situation today, 1935,
a hundred and fifty years after
the separation from England.

The new nation gave to its
central government the business of
dealing with foreign countries; the
business of regulating commerce,
not only among the States, but
with foreign countries. That is, the
new Government had charge of
responsibility for, our foreign rela-
tions. The new Government was
not intended to have any part in
conducting our domestic govern-
ment duties. But see the situation
today. See your Federal Govern-
ment usurping powers that belong
to the States. Your Federal Govern-
ment presuming to go into the
States and take control of industries
and compel the industries to make
new laws about business—some six
hundred legislatures, which Con-
gress has no more right to do than
it has to go to China and set up
six hundred legislatures.

On the other hand, see the pitiful
weakness and meanness, inade-
quacy, in your Federal Govern-
ment's foreign policy—of that part
of the political duties of your Fed-
eral Government which are exclu-
sive and most essential.

See your Federal Government
spending money in increasing the
military strength of the country,
not because there is danger of in-
vasion, but because there are many
idle men that must have some kind
of work.

See at the same time your Fed-
eral Government's special ambas-
sador in Europe trying to get Euro-
pean Governments to sign some
sort of agreement about reduction
or restriction of arms.

See at the same time your Pres-
ident preparing a new scheme for
ship subsidy. Ship subsidy, of
course, is a theory or a method for
securing the building of more ships,
—spending public money, tax mon-
ey, to induce men to go into busi-
ness that no man should go into
unless he sees a fair expectation
of profit. Shipbuilders should take
their chances as other business
men have to; and take the conse-
quences. They should not put their
money into ship-building unless
they have excellent reason to be-
lieve they will get their money
back. That is the way other busi-
ness men have to do. But your Fed-
eral Government is so deuced gen-
erous, don't you know, helping
everybody—everybody but the peo-
ple who are trying to do business
at a profit and the people who are
trying to get good wages—your
Government, so generous, butting
in to help men to make money at
a kind of work at which they can-
not make money.

And this ship subsidy business,
coming up just now, calls attention
to the fact that in England, the
center of ship-building, the great-
est ship-owning country in the
world, there is a large scheme for
scrapping ships, scrapping old
ships and building new ones.

It is a plain bit of history, and
it applies all around, to all kinds
of production and distribution,
that old machinery and old meth-
ods get old very quickly. So if you
owned an old ship it would be bet-
ter to scrap it and build a new one
than to go ahead and try to get
business and carry freight in that
old ship,—that more expensive
ship.

It is a familiar principle, and
we have had it illustrated in a
costly way right here in Lewiston,
that you can't afford to do busi-
ness with machinery that is out
of date. The more business you do,
the deeper in the hole you will go.
Lewiston had a very costly lesson.

But not only is our Federal Govern-
ment in the foolish business of
subsidizing ship-builders, hiring
them to build ships as they hire
farmers not to farm,—at the very
time when our Government is hir-
ing ship-builders to build ships be-
cause they cannot make it pay to
build them without being hired,
at that very time our Government
is maintaining the highest and
worst protective tariff to prevent
the use of such ships.

Ship subsidy at the same time
with Hawley-Smoot tariff is as
sensible as if the Government had
spent millions and millions im-
proving our harbors,—Portland,
Boston, New York, and all along—
had spent millions of money—as if
that same Federal Government
should spend more millions to set
up bars, big, big sand bars to keep
out ships from those ports, to pre-
vent them from bringing in goods
and carrying out goods.

Far better if the Government had
not spent a dollar to improve New
York harbor and left the local inter-
ests to work out as well as they
could the problem of better ac-
commodation. Far better that way
than to spend millions in improving
New York harbor, and then set up
a monstrous tariff law to prevent
the ships from coming into New
York harbor.

Along with the absurdity of hir-
ing men to build ships, at the same
time with maintaining a tariff on
purpose to prevent commerce those
ships would be used for, comes that
pitiful little story of the South-
erner who is going to Europe to
find out what is the matter, and
see what can be done to get more
trade with Europe.

If now Mr. Johnston would take
the trouble to get down his copy
of the Hawley-Smoot tariff.—As
if a Southerner could be so little
of a Democrat as not to know what
is the matter. If Mr. Johnston were

Mark Sullivan

RENEWAL OF NRA SHOULD AWAIT SENATE
PROBE AND HIGH COURT DECISION ON IT

RA Law Has Not Proved to Be a "Fait Accompli." Such as
the Gold Repudiation Act—Both Federal and State
Courts Now Finding Parts of it Illegal

Washington.—The New Deal in-
duces into America issues known
before only in the politics and
statesmanship of Europe. It intro-
duces other issues not known be-
fore anywhere. The legislative
measures composing the New Deal
are heaped upon Congress and the
country in such volume and with
such speed that some were enacted
without understanding of them by
either Congress or people.

I refrain from saying that in this
there was any intention of "but-
feting" the country into what
would have amounted to a rev-
olution. I refrain from saying there
was an intention of getting some of
these measures passed into law in
the spirit of a "fait accompli," a thing
which it would be impracticable
to undo. This turned out to be
in part the case with the actions
about gold, which the Supreme
Court passed upon last week. In the
decision of the lower court on one
of those cases, Judge Charles E.
Farrar of the Eastern district of
Paris said, "the 'disastrous
economic effect' which would re-
sult from undoing the New Deal
action about gold. This was, Judge
Farrar said, 'an urgent reason why'
the Government's action should not
be undone 'if it is legally possible
to avoid it.'"

Tried Tactics of Delay
The apparent wish of the New
Dealers to create a "fait accompli"
difficult to undo, is reflected in
their actions about N. R. A. It has
been felt that New Deal lawyers
were, until a few months ago, fol-
lowing a strategy of preventing
N. R. A. cases from coming before
the courts, especially cases which
involved constitutionality. Some
lawyers have criticized New Deal
lawyers for delaying tactics. In the
United States District Court at
Baltimore last July, Judge William
C. Coleman reproved the New Deal
lawyers severely for "evasion." In
part Judge Coleman said: "It
would seem to the court that the
Government authorities would wel-
come some opportunity to test
their constitutionality."

There are good grounds to sup-
port a surmise about the reason
for this strategy of delay on the
part of the New Deal lawyers.
They wished to avoid letting
the courts pass on the constitu-
tionality of N. R. A., or to pass on
the common sense and justice of
it, until after Congress should re-
enact it. N. R. A. was first en-
acted June 16, 1933, for a period of
two years. As first enacted, it was
plastered all over with the label
"emergency." That label was re-
lied upon to get the country to ac-
cept a measure contrary to Ameri-
can traditions, repugnant to fami-
liar-held freedoms, and harsher
in its terms than America would
be willing to submit to, except as
a concession to emergency. The
first three words in the act are "a
national emergency." It was to
expire in two years, "or sooner if
the President shall, by proclama-
tion," declare that the emer-
gency has ended.

Wants Permanent NRA
The expiration of the two years
is approaching. The President, far
from proclaiming that the emer-
gency has ended, has said openly
last March, that much of N. R. A.
is to be "permanently" for all the
rest of our lives, and he is now asking
Congress to reenact much of it.

to get down his copy of the Haw-
ley-Smoot tariff and study the out-
rageous big taxes it puts on,—
above forty, above fifty, above
sixty per cent—some up to a
hundred per cent or more—to pre-
vent trade, to prevent the people
of Europe from selling their goods
in this country; and so to prevent
the selling of cotton and wheat
and other food products and Ameri-
can manufactures in Europe—

If but Mr. Johnston would but
study his tariff, he needn't spend
the money to go to Europe. He
could get right busy in his own
State and his own section and
make it his everlasting duty to
fight the Hawley-Smoot tariff un-
til he gets a more decent tariff.

And along with that contradictory
picture, we have the reports coming
month by month showing gold im-
ports into the United States. Gold
imports, and more gold imports.
They call it favorable balance of
trade. Favorable is an old word
applied to trade relations. It is a
word that never meant so much
as it seemed to mean. But what it
means now, this favorable balance
of trade, this import of gold export
after month, more than export of
gold,—what it is now is an un-
favorable balance. Far better if the
balance were the other way.

Far better if the millions and
hundreds of millions of imports of
gold were turned into export of
gold. There is already in this coun-
try hundreds of millions and bil-
lions of gold more than ought to
be in this country for the best in-
terest of commerce and industry.

That picture of import of gold,
when there is already too much
gold, along with the high tariff to
prevent importation of goods, and
along with ship subsidy to hire men
to build ships that can't get the
business—there is a picture of
your U. S. foreign policy.

And at home here that Federal
Government who is kicking itself,
who is contradicting its fundamen-
tal function, who is preventing trade
with a prohibitive tariff—the Gov-
ernment that is preventing the right
foreign relations, preventing trade,
preventing large imports and large
exports, tying up useless accumula-
tion of gold—that same Government
is at the same time butting in with-
out any constitutional authority, in
violation of the Constitution, to re-
gulate business that belongs exclu-
sively to the control of the States.

So that this morning, along with
the news that the President is get-
ting up a new scheme for ship sub-
sidy, we have the news,—the shame-
ful news to New England,—that
our Northern cotton manufacturers

In the meantime, several con-
ditions have developed. The enor-
mous campaign of propaganda, or-
ganization and intimidation with
which General Hugh Johnson
flooded the country, did not fully
succeed in overcoming the Ameri-
can instinct for freedom. N. R. A.
today is not a "fait accompli," it is
a subject of debate. In the mean-
time also the New Deal lawyers
didn't succeed in keeping the mass
of victims of the Blue Eagle seek-
ing justice from reaching the
courts. One test case involving the
constitutionality of N. R. A. is
about to be heard before the Su-
preme Court, and in lower Fed-
eral courts and State courts many
decisions are being handed down
which deny the validity or the jus-
tice of many parts of N. R. A.

Renewal Should Await Probe
In the meantime also, the com-
plaints reaching Congress have
resulted in the creation of a com-
mittee to investigate, and to report
upon charges of injustice. In-
vestigation and report are the basis
of the administration of the N. R. A. codes.
There have been accusations that
the New Dealers wished to post-
pone this investigation, or side-
track it, or make it impotent until
June 16 when the renewal of N. R. A.,
if it is to be renewed, will have
taken place.

It seems clear that Congress
ought not to renew N. R. A. until
after it has before it two sources
of light and guidance. Congress
should wait until the Supreme
Court has passed upon the constitu-
tionality of N. R. A., and Congress
should take into account whatever
the court decides. And Congress
should wait until the evidence
available for Congress' own in-
vestigating committee is fully
presented.

The nature of this evidence, and
of the complaints against N. R. A.,
can be suggested by quotations
from the resolution offered by
Democratic Senator McCarran of
Nevada and Progressive Republi-
can Senator Nye of North Da-
kota:

Charges against NRA
"That small enterprises are
oppressed and their continued ex-
istence jeopardized; that in in-
dustries the code authorities are
dominated by certain elements of
the industry, and are using their
powers for the oppression of other
elements; that hordes of paid in-
vestigators and inquisitors travel
over the country practicing un-
fair searches and seizures; that
possessing vast and extra-legal
demands which can not be ignored,
under pain of economic death; that
the torrent of rules, regulations and
interpretations have been de-
liberately designed to be vague,
indefinite and uncertain in order
that the codes may mean anything
or nothing to the unlimited discre-
tion and untrammelled will of the
code authorities; that code authori-
ties in many cases have lost all
semblance of a rule of law and
have become a rule of men, bent
upon the oppression of their weak-
er competitors."

These, of course, are charges
against N. R. A., as phrased by
two Senators. They do not pretend
to allude to whatever virtues N. R. A.
may have. It would seem that
the Senate should await full pre-
sentation of evidence before renew-
ing N. R. A.

are going to try to get Washington
to try to do something, something
to that illegal cotton manufac-
turers' code,—something to crowd
those Southern manufacturers.
Shame on those New England
cotton manufacturers!

And at the same time that they
are in that disgraceful business of
trying to deprive Southern cotton
manufacturers of their rights—at
the same time they talk about some
kind of embargo on cotton goods;
as if we hadn't had, for years and
years, that monstrous high tariff
that was so largely embargo.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

What those cotton manufacturers
ought to be doing,—and surely they
ought to have experts in their in-
dustrial teams to tell them some-
thing about the make-up of the
tariff—what those cotton manufac-
turers ought to be doing is tariff
getting at those outrages.

Books and Authors

"THE WANDERER"

"The Wanderer" by Louis Gold-
ing. (Farrar & Rinehart) \$2.50 Pp
307.

Louis Golding has gathered the
material for this collection of short
stories from a wide variety of
sources. The dark city of "Doom-
ington," familiar to the readers of
"Magnolia Street," is the scene of
several of the tales; Massachusetts,
Southern Tunisia, Bessarabia,
the English Cotswolds, Deauville,
Provence, London Slums, Scottish
Moors, Mesopotamia; these are
some of the localities he uses and
his characters are as varied. There
are rich men, poor men, highborn
ladies, prize fighters, negroes, and
maiden ladies like Miss Pomfret
and Miss Primrose with the "faded
voice and thin, like a forgotten
spinet touched in an attic. . . .
none the less, curiously sweet."
There are tales of mystery, of ro-
mance, some tragic, some gay, but
all fascinating and superbly han-
dled.

"In Ararat"—Mr. Golding's Ararat
is in Lincolnshire—there were
about six houses, "all buxom un-
der their bonnets of thatch, a post
office, and old church, and an inn
at their center. Among the houses
and round the church little streams
wandered at their will, where fat
amphibious children splashed from
water to grass."

Mr. Golding is an accomplished
writer of fiction, of verse, of travel
and belles lettres. The illustrations
for "The Wanderer" are by Allan
McNab—medallions in black and
white at the beginning of each
chapter.—R. D. N.

"CONQUEST OF CANAAN"

"The Conquest of Canaan" by
Booth Tarkington (Harper) \$2.50.
Pp. 315.

countries, and so larger imports
and larger exports. A larger volume
of manufactures and so a larger
volume of wages. If but Governor
Curley were a sure-enough Demo-
crat!

There are some indications of
some improvement in business;
and some reasons for a degree of
courage in spite of the paralyzing
meddling by the Federal Govern-
ment.

Perhaps not less valuable than
the indications of improvement in
trade are the indications that Pres-
ident Roosevelt's last grand scheme
for blowing in billions is busted.
At present, at least, the opposition
to the President continues in its
full strength. It seems improbable
that President Roosevelt will be
able to invent a scheme to which he
can get the support of the full
strength of the Democratic party.

Among the minor good indica-
tions is the milk war in Boston.
Boston ought to insist on han-
dling her own milk problem. It is
good that there are men in Boston
who are not quite so subservient
and not quite so politically hungry
as Governor Curley and his bunch.
Or as Representative Rogers or
Representative Martin.

It is good that the Boston milk
people are talking about getting in-
to the courts.

As long as Boston submits to
having her milk supply controlled
by Washington, Boston should try
to hide herself.

Let us hope that that NRA com-
mittee gets right busy investigat-
ing,—very busy.

Let us hope that with all their
efforts they will not be able to
claim they have prevented a tex-
tile strike.

Far better to have a textile
strike quite as bad as that of last
year—far better, than to have such
a strike prevented by the activities
of an illegal Federal Government
organization.

NRA is, from the foundation, il-
legal. It is usurpation of power by
Congress. Congress has no more
right to set up NRA in the States
than it has to go over to Canada
and set it up.

The best thing is that it is quite
improbable that any kind of in-
vestigation by NRA can possibly
save NRA. It is plain that NRA is
doomed. It was an impossible un-
dertaking. It is illegal. So far as it
could be effective, it was plainly a
hindrance rather than a help to
business. If NRA is not as dead
as the U. S. rhetorician General
Johnson would have you under-
stand, it is at least comfortably
moribund.

When you see all this useless
and worse illegal meddling, see the
harm it has done in delaying the
return of good business, when you
see the worse than wasted activi-
ties, when you see the worse than
wasted millions of borrowed money
that must be paid out of the earn-
ings of wage earners, when you see
the everlasting shame on your rich
American Government of their re-
pudiation of the gold dollar, when
you see the possible complexities
and extended litigation that may
follow that repudiation, when you
see the piling up of useless gold,
when you see this Southern plant-
er going abroad to get some busi-
ness, when you see the President
setting up a new kind of ship sub-
sidy, when you see the cotton man-
ufacturers suggesting something
like an embargo on cotton goods—

When you see all this useless and
worse meddling-in, when you blush
to think of the repudiation of the
gold dollar promises, when you are
disgusted at the talk of stabiliza-
tion of the dollar, stabilization of
foreign exchange, when you think
that if instead of all that wasted
effort, all that frightful attack on
the Constitution of the United
States, if instead of that the Roose-
velt Administration had left the
dollar alone, had left industry alone,
had left unemployment alone, had
left the bankruptcy of banks and
business alone,—had let alone and
let alone and with all that letting-
alone had gone no further than to
put the Democratic Underwood

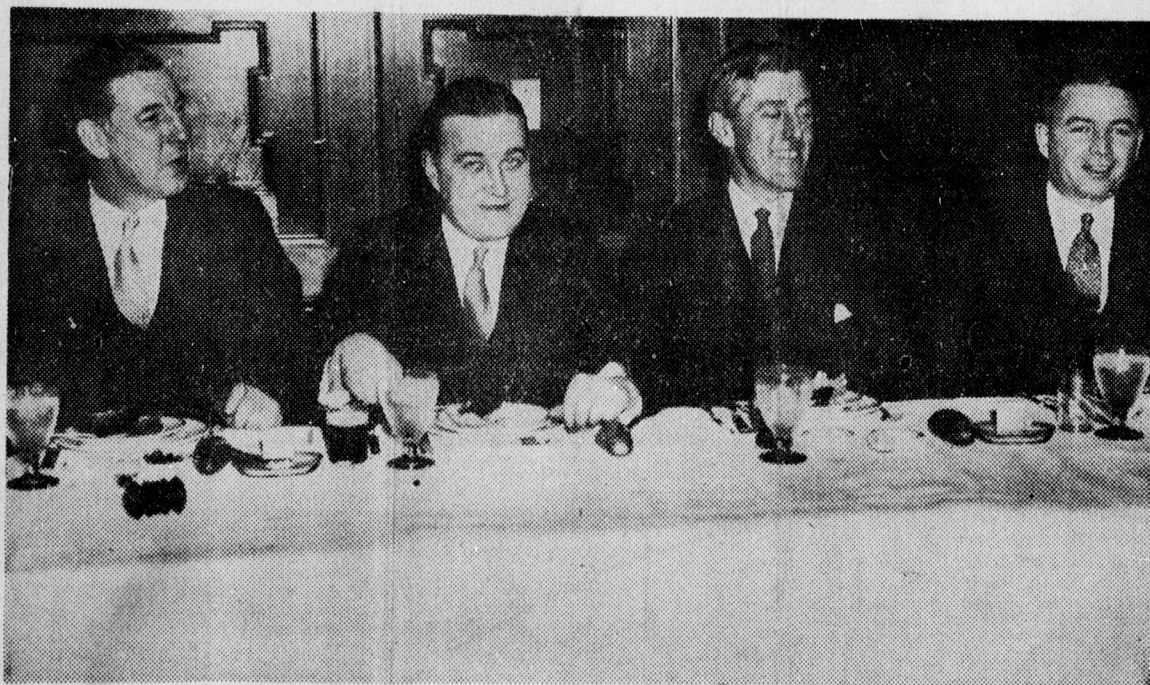
When, through the troublous sea

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.
FEB 27 1935

THE BOSTON HERALD, WEDNESDAY, FEBRUARY 27, 1935

HONORED BY LEGISLATORS AT DINNER



Left to right—John Connolly, assistant attorney-general; Atty.-Gen. Paul A. Dever; Speaker Leverett Saltonstall of the House, and Arthur V. Sullivan, assistant attorney-general.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 27 1935

afterward, when we
to collect war debts. European nations
will respect us much more if we form
no alliance with them, since familiarity
breeds contempt, even among nations.
Boston, Feb. 25. J. COLLINS.

Reassuring

To the Editor of The Herald:
Gov. Curley's references to the deity
in his advice to newly appointed office
holders are most touching. Evidently
God need have no fear of being ousted
from His job by our most dignified and
honorable chief executive!
Boston, Feb. 22. G. G. HAWLEY.

Democrats Lash Curley for 'Plot' To Destroy Ward's Reputation

More Than 200 Legislators
Cheer Attack at Party
For Dever

HAIL SALTONSTALL AS NEXT GOVERNOR

A blistering denunciation of "Gov. Grant and Secretary Curley" for what Representative Edward P. Bacigalupo, Democrat, of the West end, termed as a "plot to destroy the reputation and character of Representative Michael J. Ward of Roxbury," was hailed by more than 200 members of the Legislature, gathered at the Copley Plaza last night to honor Atty.-Gen. Paul A. Dever and his assistants.

At the conclusion of Representative Bacigalupo's attack upon the enforced resignation of Representative Ward as assistant United States marshal, the entire assemblage, comprising for the most part Democratic members of the House and Senate, rose to its feet and cheered in a spontaneous demonstration.

"Ward takes it on the chin," Representative Bacigalupo said in his capacity as master of ceremonies, "because he's no stool pigeon. Every member of the Legislature has confidence in Ward in the face of this unfair and undeserved attack on him.

"Ward has repeatedly demonstrated

(Continued on Page Six)

Charlestown.

THE BOSTON HERALD, WEDNESDAY, FEBRUARY 27, 1935
HONORED BY LEGISLATORS AT DINNER



Left to right—John Connolly, assistant attorney-general; Atty.-Gen. Paul A. Dever; Speaker Leverett Saltonstall of the House, and Arthur V. Sullivan, assistant attorney-general.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 27 1935

afterward, when we
to collect war debts. European nations
will respect us much more if we form
no alliance with them, since familiarity
breeds contempt, even among nations.
Boston, Feb. 25. J. COLLINS.

Reassuring

To the Editor of The Herald:

Gov. Curley's references to the deity
in his advice to newly appointed office
holders are most touching. Evidently
God need have no fear of being ousted
from His job by our most dignified and
honorable chief executive!

Boston, Feb. 22. G. G. HAWLEY.

Clipping Service
Park Square
BOSTON MASS.

HERALD
Mass.

Curley for 'Plot' Ward's Reputation

CURLEY FOR PLOT

Governor Charged with At-
tempt to Destroy Ward's
Reputation

(Continued from First Page)

his courage, and the responsibility for
this attack is placed directly on Cur-
ley, even though it was made by his
mouthpiece, Grant."

Throughout his informal remarks, the
presiding officer referred to the objects
of his attack as "Gov. Grant and Sec-
retary Curley. I do that knowingly,"
he explained, "because as far as we
legislators are concerned, we know that
is the true condition in the executive
department."

A second surprise was in store for
those assembled when Speaker Leverett
Saltonstall was introduced. As he rose
to his feet, the assembled lawmakers
did likewise, and cheered to the echo
when a voice from the throng shouted,
"The next governor of Massachusetts."

Later, Representative Daniel J. Horan
of Winthrop, prominent Democratic
member of the House, lauded Speaker
Saltonstall's impartial treatment of
members of the House of both parties,
and referred to him as "one of the
finest men in the commonwealth."

At the end of the dinner, a fountain
pen and pencil set was presented to
each of the guests of honor, Atty. Gen.
Dever, and his assistants, John S. Der-
ham of Uxbridge, John P. Connolly of
Boston, and Arthur V. Sullivan of
Charlestown.

HERALD
Boston, Mass.

FEB 27 1935

TO FIGHT FOR POLICE BILL IF IT IS VETOED

Representative Thomas Dorgan of Boston last night was enlisting the support of House members in a drive to line up votes to secure passage over a possible veto of the enacted bills placing the superintendent and four deputy superintendents of the Boston police department under civil service.

The two bills have been ready for executive action since Monday afternoon and will be submitted to Lt.-Gov. Hurley, acting Governor in the absence of Gov. Curley, for consideration today. He was to have learned Gov. Curley's attitude on them during his recent visit to Washington with Mr. Curley.

The Lieutenant-Governor, if he chooses, may approve them, veto them, let them become law without executive action or ask to have them recalled by the Senate to await the Governor's return from Florida.

Under the provisions of the bills Supt. Martin H. King and Deputy Superintendents James McDevitt, William W. Livingston, John M. Anderson and James R. Claffin would be given their present offices permanently and placed under civil service protection without the necessity of undergoing an examination of any description.

Action must be taken on the bills before midnight Saturday or they will become law automatically.

HERALD
Boston, Mass.

FEB 27 1935

we never saw him again."

COMMISSION TO ACT FOR NEW HAMPSHIRE

Group Will Co-operate with Massachusetts on Merrimac Valley Project
CONCORD, N. H., Feb. 26 (AP)—The state House of Representatives today designated the state planning and development commission as the agency to co-operate with Massachusetts in studying the proposed Merrimac Valley improvement program.

The project, if approved, calls for expenditure by the federal government of \$30,000,000 in Massachusetts and \$10,000,000 in New Hampshire. Governors Bridges and Curley conferred in Boston recently concerning the projects.

The Senate today elected Senator Anson C. Alexander, of Boscaawen, acting president of the upper House, owing to the illness of Charles W. Dale, of Portsmouth.

The long awaited bill setting up a new relief system for the state was referred to a committee in the House. It was predicted that the measure would be reported for action tomorrow.

HERALD
Boston, Mass.

FEB 27 1935

Our Mail Bag

Lauds Hoover for Trying To Guard National Honor

To the Editor of The Herald:

Three cheers for Mr. Hoover in demanding that we return to the gold standard! There is a man in whom I have faith because he puts honor before everything else. I wish he might be prevailed upon to run for the presidency in 1936; with Mr. Theodore Roosevelt as his running mate what a splendid team the Republican party would have.

At the rate we are now going "honor" will soon be an unknown word. I've been so discouraged with the men in power at present. First, the President, then the Governor of this state. I had hoped for the supreme court to bolster up my weakening faith, but apparently I had hoped for too much.

I consider this country in a much worse condition now than during Mr. Hoover's last year of office. People in general are losing their self-respect. Now the thrifty suffer and the lazy flourish—which is all wrong and due, in my humble opinion, to Mr. Roosevelt's idea of governing us. The people are rapidly becoming passials, which no doubt suits Mr. Roosevelt and Mr. Curley perfectly, but which gives an ordinary citizen much concern for the future of his country.

Stow, Feb. 24. ELSIE W. MARTIN.

P. M. Examinations

To the Editor of The Herald:

I think I am not the only reader to be surprised at the recent action of Mr. Farley in requesting the civil service commission to hold examinations for the Boston postmastership. In the past he has been anything but friendly to that method of filling vacancies. Then when Mr. Curley expressed his entire satisfaction with the arrangement—that was a little too much.

The light on this miraculous change of heart will dawn on the gentle reader if he will but peruse an executive order dated July 12, 1933. Along with many other such, it has not been widely published and I dare say that very few have seen it. A few passages of this very remarkable document are quite pertinent to the matter in hand.

A portion of the order is as follows: "When a vacancy exists or occurs in the position of postmaster at an office of the first, second or third class, the postmaster-general may submit to the President for renomination the name of the postmaster whose term has expired or is about to expire, or the name of some qualified person within the competitive classified civil service.

"If no such person is nominated, the postmaster-general shall certify the fact to the civil service commission, which shall forthwith hold an open competitive examination to test the fitness of applicants not in either of the above-mentioned classes to fill such vacancy. When such examination has been held and the papers submitted therewith have been rated, the commission shall furnish a certificate of not less than three eligibles, if the same can be obtained, to the postmaster-general, who shall submit to the President the name of one of the highest three for appointment to fill such vacancy.

"Provided, that the postmaster-general may reject the name of any person or persons so certified if he shall find that such person or persons is disqualified, in which event the said commission shall, upon request of the postmaster-general, complete the certificate of three names."

Kindly observe the phrase: "not in either of the above-mentioned classes . . ." This astonishing statement seems to refer to postmasters, present and former, and all postoffice employees under classified civil service.

In other words: Wanted—A postmaster for Boston who knows absolutely nothing about that business. Furthermore, note that after the civil service commission has thoroughly investigated an applicant's qualifications, has found him of passing grade in the examination and submitted his name, the genial postmaster-general may for reasons of his own find him "disqualified."

The two gentlemen (Messrs. Curley and Farley) will say that such an examination is not required by law, the President having power to appoint. If, however, these same gentlemen wish to bask in the light of promoters of civil service, let them beware lest the general public find out the true nature of their arrangements.

Needless to say, the coming examination, viewed in the light of the above, will be of a spurious nature. In this I cast no reflection on the civil service commission, which is acting only in part and under orders of the postmaster-general.

If you are out of a job, take the postmaster's examination. You need not fear stiff competition. If there are those present who know about the business they are among a few who are not in civil service. You may receive the highest rating, but do not let that bother you. The only three to be "qualified" will be deserving Democrats.

ROBERT L. PAULER.

Worcester, Feb. 23.

An Important Problem

To the Editor of The Herald:

When I took up The Sunday Herald yesterday, I was very much pleased to find on the front page some very excellent comments on my report to the Governor concerning the prisons, but when I turned over to a later page, I found that you had taken enough space to print my entire article, word for word.

This morning, when I found on my breakfast table, as usual, The Herald, I was very much pleased to find an editorial on the report, in which it was characterized by some one as "sane and realistic."

It may interest you to know that in 1921, nearly 14 years ago, after I had first visited Charlestown and saw the conditions there, I wrote as carefully a description of the conditions as I was able to write, and sent it to 33 papers in this state, and The Boston Herald was the only one that printed it.

LEWIS PARKHURST.

Boston, Feb. 25.

HERALD
Boston, Mass.

FEB 27 1935

CAVANAGH ASKS DOG RACING BAN

Demands Curley Revoke Permits in Cambridge— Opposition Grows

CRONIN IS NAMED COMMISSION AIDE

Revocation of the license issued by the state racing commission for dog racing and pari-mutuel wagering in Cambridge, starting May 18, was demanded of Gov. Curley yesterday by State Senator Charles T. Cavanagh of that city.

"Dog racing in Cambridge would meet with an avalanche of opposition and hostility from the citizens of Cambridge, and would be a constant source of trouble and danger to the health, happiness and safety of our people," the senator wrote the Governor.

The already formidable opposition to dog racing in all four communities where licenses have thus far been granted, continued to grow yesterday. Mayor Mansfield declared he would take every legitimate means at his disposal to prevent dog racing in South Boston and the New England section of the National Association of Amusement Parks voted to lend its forces to those fighting this type of recreation.

The state racing commission probably will grant within a short time a fifth dog racing license to the Boston Garden Corporation. Officials of the corporation were in conference with the commission for several hours yesterday, explaining their plans for renovating the Garden to permit dog racing and pari-mutuel betting.

Late yesterday afternoon the commission appointed as assistant secretary Cornelius H. "Tubber" Cronin, Cambridge Latin and Boston College athlete and former Cambridge city councilman. He fills the vacancy caused by the ousting, at the insistence of Gov. Curley, of Lawrence Bresnahan last week.

Cronin officially will take up his new

(Continued on Page Six)

body might get some place."

CIRCULATING PETITIONS

In South Boston petitions are in circulation calling upon Councilmen John E. Kerrigan and George Donovan, representing that district, to seek an injunction against the Old Harbor Kennel Club, which holds a license for a track in that community. The court, under the wording of the petitions, would be asked to restrain members of the club from starting construction on its track without first obtaining the sentiment of the residents and property owners of the district. The same opponents to the proposed track failed to induce Atty.-Gen. Dever to take action on their behalf.

The Rev. Michael E. Doherty of St. Monica's Church and the Rev. Patrick J. Waters of St. Bridget's Church, both of South-Boston, yesterday charged that the racing commission had not kept its promise to notify them when the commission proposed to grant a dog track license which would affect their district. Both clergymen asserted that only a week before the announcement of the issuance of a license for the South Boston site, the commission assured them that they would be notified.

Relative to the South Boston situation, Mayor Mansfield yesterday instructed Corporation Counsel Henry E. Foley to warn the holders of the license that any attempt to build such a track would be vigorously opposed. The mayor announced his intention of testing to the limit the blue law which gives municipalities home rule on whether they want racing of any description or betting.

GIROUX FILES BILL

Representative Eugene H. Giroux of Somerville yesterday filed a bill in the Legislature which would further curb the powers of the racing commission. An emergency preamble is contained in the bill.

The Giroux bill provides that only after a duly advertised public hearing may the commission grant a license for either dog or horse racing and that the commission be compelled to grant a hearing on revocation of a license for either dog or horse racing on the petition of a mayor, board of selectmen or 25 registered voters. Another stipulation contained in the bill is that giving home rule to municipalities on the question.

Support of the opposition to the dog tracks came from the New England members of the amusement association at their seventh annual convention at New Bedford yesterday. The action was unanimous and a committee of seven members will be named today to devise ways and means of combatting the spread of legalized legislation on pari-mutuel betting on horse and dog racing. About 150 owners and promoters of amusement parks from all parts of New England attended the convention, which will close today.

TRANSCRIPT
Boston, Mass.

FEB 27 1935

C. S. MONITOR
Boston, Mass.

FEB 27 1935

Merchants Seek Dog Racing at Boston Garden

North End an Odd Contrast to
Embattled Suburban
Districts

Doubt Legislature Can Bar the Dogs

Referendum May Be Necessary
to Keep Galloping Pups
Out of Massachusetts

By LeRoy Atkinson

The aftermath of the conference between the moguls of the Boston Garden and the battle-blistered members of the Racing Commission reveals some interesting data that place the North Station sports plant in a front-running position for the dog racing control of the State. In sharp contrast to the embattled suburbanites who are banding together for the purpose of barring proposed dog tracks in Cambridge, South Boston, Taunton and Methuen, the North End district bordering the pale yellow walls of the Boston Garden clamors for the dogs. This, according to George V. Brown, manager of the Garden, gives his plant an outstanding advantage. It is understood the battle-blistered racing commissioners were inclined to agree with him.

The Garden, even though it lacks a dog racing license, is in an advantageous position because the rumpus started by the protests of the Cambridge, South Boston, Taunton and Methuen citizenry is growing each day to such volume that local indignation may make it impossible to go forward with the four projects. In this case the Garden and the North End may yet be the scene of the dizzy, daffy eastern Massachusetts grayhound merry-go-round.

Manager Brown came away from the conference with the racing commission's offices in a confident frame of mind. Engineers and architects have assured Brown an eight-lap track can be constructed at the North Station by raising the floor ten feet and flinging the track over the present box seats. The cost would be \$40,000, one-third of the cost of constructing an outdoor plant. The Garden seeks to run dog racing in the early spring and during the cool autumn evenings when outdoor races would be impractical.

Crazy-Quilt Situation

The fact that Cambridge and South Boston have already been awarded licenses for dog racing and that there can be only one more Massachusetts track licensed does not jar George V. Brown. The Garden potentate views the anti-dog racing tempest in Cambridge and South Boston with something akin to relish. Brown is in the odd position of going for dog racing, as a purely business matter, and, at the same time, cheering every whack the game receives from the protesting communities. Every wallop the game takes in Cambridge and South Boston causes the Garden's application for a license brighter.

The crazy-quilt pattern of the entire situation is accompanied by the revealing information that George Funk, a director of the Garden, is responsible for the plan to raise the floor ten feet in order to construct an eight-lap track. Up to the time of Architect Funk's discovery the Garden had been considered impractical for dog racing. Now, it so happens, that Funk is also head of the proposed Cambridge dog track and as such is a competitor of the Garden, despite that he is a Garden director. It is an odd situation until one untangles the angles by recalling that if the Cambridge opposition becomes too stiff, Funk may have his license transferred to the Garden. It is almost certain that the fifth and last dog track license will be awarded to a western Massachusetts applicant.

Would Petition for Dogs

That the North End is eager to see the Garden stage dog racing was discovered when a neighboring clothing merchant interviewed the Garden management concerning a possible petition to appeal to the racing commission to give the Garden a license. The Garden has been a big boon to an otherwise scrubby business district and no matter how moldy or slimy or downright vicious the dog business may be reported, the North End merchants hate to see Cambridge or South Boston win the dog racing fans who would otherwise traverse the North End territory. North End's answer to the rumor that dog racing attracts sinister, side-north characters is North End's reputation for taking care of itself in any kind of company.

Some doubt has been cast by persons interested in securing dog racing licenses that the State Legislature has power to abolish dog racing law passed by referendum last fall. But a ruling from the attorney general's office contradicts this theory and it is definitely established the Legislature can abolish a law passed by vote of the people. A precedent in this matter was the steel trap law which was passed by referendum and later rubbed off the law books at the State House.

And as the tempo of the protest against dog racing gains momentum, it appears the abolishment of the dog racing law looms on the horizon. In fact, there is a bill on file at the State House and a public hearing is scheduled upon its merits next Thursday at the State House asking that the Legislature perform this very deed. Editorial writers, clergymen, mayor, police chiefs, selectmen, women's associations and clubs are banding together to bar the so-called sport.

Commenting upon the turmoil that has arisen over the awarding of licenses to Cambridge, South Boston, Methuen and Taunton, General Charles H. Cole, chairman of the racing commission, remarks: "I am beginning to wonder just who voted for dog racing. The dog racing bill was passed by a large majority of citizens and now we find everybody protesting the game's entrance to the State."

Cronin in New Post

General Cole, who is said to be preparing to resign from the Race Commission in a few days, goes about his routine duties at the Ford Building in a calm and unruffled manner. The storm of protests directed at him and his colleagues, William Ensign and Charles Connors, leaves him outwardly untouched. He explains that, contrary to reports concerning the character of those associated with dog racing, he finds the heads of the clubs holding licenses in Massachusetts are reputable persons ready to spend Massachusetts capital. He holds that while the gypsy-persons following the dogs, the shadowy persons who will come into the State, when the dog strings start to arrive may lack many of the sterling qualities of the track owners, the law as it stands gives the commission enough power to control the tracks in every respect.

This day at the commission was spent in conferences with applicants for dog and horse racing licenses. The appointment of Cornelius (Tubber) Cronin, former B. C. athlete, as executive secretary has been confirmed, two votes to one, and "Tubber" spent the morning at his desk, although he officially starts work Friday. The single vote against Cronin was cast by General Cole, who opposed Curley's chopping off the political head of Larry Bresnahan to make way for Cronin. It was his defense of Bresnahan's scalp that first started Cole toward his resignation. Incidentally James T. Purcell, reported to be Curley's favorite to succeed Cole, has left to join the governor on the latter's short vacation at West Palm Beach.

School Oath Bill Is Denounced— Bay State ERA Gets \$6,000,000— Mansfield Clings to Sales Tax

Today in Greater Boston
And Other Points in New England

Oath Bill Protested

A subtle effort in the Massachusetts Legislature to denature education under the guise of patriotism, was today alleged and subjected to an earnest attack by Arthur B. Lord, state superintendent of educational research and statistics.

The Dorgan bill, he said, is a threat to the integrity of education. Although purporting to scourge revolutionary teaching from the schools, the bill is actually a threat to free speech, in Mr. Lord's opinion.

If passed, teachers in both private and public schools and universities would be compelled to sign away their rights to free criticism of the Government, he said. Other critics added that teachers could be dismissed by misguided patriots, for a type of criticism which is in reality a higher patriotism.

The bill is sponsored by a group of patriotic organizations, led by the American Legion and the Daughters of the American Revolution. State education officials have registered firm opposition, and countered with a substitute bill of less potential danger.

The Dorgan bill would make teachers swear actively to "promote undivided allegiance to the Government and respect for the flag and the institutions of state and nation." The substitute would merely call for allegiance to the Constitution plus "faithful discharge of educational duty."

Under the substitute bill, Mr. Lord believes that severe criticism of the Government could not be made the ground for dismissal, however much "patriotic" groups might object.

Six Million for Relief

To a half-million dollar telephone conversation and a gift for eloquence,

Salary reductions were elaborately justified by a report showing the cost of living to be the lowest since the World War, except for the last two years.

The policy of living beyond income has got to stop, the bureau insisted. Now is the time, before the mounting deficit wrecks the city's credit.

Gambling on Rough Road

Gambling promoters around Greater Boston are beginning to suspect that they are backing the wrong horse. As fast as the State Racing Commission can hand out permits for dog racing operations, opposition flares up within communities affected by the dispensations.

Boston police made a big haul last night on two race-track bookmaking headquarters at 262 Washington Street. Betting slips, form charts and other paraphernalia, including office furniture, were seized. Six men were arrested. Police seized some nigger pool certificates in a West End raid.

Gambling in the guise of charity has hit a snag in Lynn. Mayor J. Fred Manning characterized beano games held ostensibly for charity as gambling rackets. Beano promoters disavowed any connection with cashiers who are reported paying off on coupons won at beano contests. Mayor Manning told the Police Chief to inform proprietors to dis-

Massachusetts today owed the largest ERA grant in all federal relief history.

It seems that State ERA Administrator Arthur G. Rotch put a call through to assistant Federal Administrator Aubrey Williams in Washington, to see what funds would be forthcoming for March.

"Wait a minute," said the operator. "The Administrator himself (Harry L. Hopkins), wants to speak with you."

The two were old friends, dating from the days when both worked for the Red Cross. The connection went through and they passed the time of day in brief, long-distance fashion.

"Can you give me \$6,500,000 for March?" asked Mr. Rotch. This would be a full million more than they February sum; Mr. Rotch knows his bargaining strategy.

Mr. Hopkins was doubtful, it appeared. But he finally compromised on a flat \$6,000,000—half a million more than for the current month and the all-time high.

Mr. Rotch breathed a sigh of relief and spoke words of great satisfaction. This sum meant expanded quotas for all the communities that have eked along with many legitimate relief cases not properly taken care of. These communities can now face the remainder of the winter with a minimum of unhappiness.

Mayor Urges Sales Tax

Mayor Mansfield today continued to cling to the forlorn hope that a state sales tax would be passed, and sent to the rescue of the soaring Boston tax rate.

In so doing, he rejected the plea of the Municipal Research Bureau that no new taxes be asked. He also risked the accusation that he was holding onto a sinking ship, in view

(Continued on Page 2, Column 1)

divorced the proposal. Emerging from a conference with his crime commission, he announced that he had decided the transfer would not work. The work of the detective force is to apprehend criminals, while the duties of the attorney general's office are prosecution. Therefore it should remain in the department of public safety, he decided. And, he added, the detective force should be strengthened by additional man-power.

So although the committee postponed the hearing indefinitely, it is doubtful whether much will ever be done about the bill, unless the Governor again changes his mind.

Mrs. Roosevelt Coming

Mrs. Roosevelt will come to Boston on Saturday, March 16, to add her bit to what Governor Curley calls "the reservoir of culture." She will address the annual meeting of the Harvard Teachers' Society on "The differences between what is learned in school and what is met with in business after leaving school."

As for her husband, police are planning cordons of steel and blue uniforms. But they may find Mrs. Roosevelt a bit difficult to keep up with. She has demonstrated on many a similar occasion a genius for eluding police guards.

While Mr. Roosevelt spends his time scourging rugged individualism out of the country, Mrs. Roosevelt insists that she, at least, shall not be regimented. She customarily leaves with the chagrined police, the consolation that at least if she eludes them, she also has dodged any who would annoy her.

Saltonstall Hailed

If legislative acclaim means anything, Speaker Leverett Saltonstall could today consider himself quite well along on the road toward the governorship of Massachusetts.

The latest sign came last night at a dinner, where some 200 legislators met to honor the new assistant attorneys general. Most of them were Democrats. This made it all the more notable that scathing attacks on Governor Curley and his secretary, Richard D. Grant, were applauded to the echo.

Then came the moment when Speaker Saltonstall was introduced. A voice rang out over the hubub. "The next Governor of Massachusetts," it said.

Spontaneously, there came a bedlam of applause—Republicans and Democrats cheering as if it were not at all a party matter.

Those present recalled the career of Speaker Saltonstall—how he had been generous to the Democratic opposition. They noted his free assignments of Democrats to important committee chairmanships this year. They remarked that former Senate President Erland D. Fish refused to do likewise, and lost his presidency. In equal proportion, the reputation of Speaker Saltonstall had improved because of his co-operation. These developments, perhaps, spurred the nonpartisan applause.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 27 1935

TO FIGHT FOR POLICE BILL IF IT IS VETOED

Representative Thomas Dorgan of Boston last night was enlisting the support of House members in a drive to line up votes to secure passage over a possible veto of the enacted bills placing the superintendent and four deputy superintendents of the Boston police department under civil service.

The two bills have been ready for executive action since Monday afternoon and will be submitted to Lt.-Gov. Hurley, acting Governor in the absence of Gov. Curley, for consideration today. He was to have learned Gov. Curley's attitude on them during his recent visit to Washington with Mr. Curley.

The Lieutenant-Governor, if he chooses, may approve them, veto them, let them become law without executive action or ask to have them recalled by the Senate to await the Governor's return from Florida.

Under the provisions of the bills Supt. Martin H. King and Deputy Superintendents James McDevitt, William W. Livingston, John M. Anderson and James R. Claffin would be given their present offices permanently and placed under civil service protection without the necessity of undergoing an examination of any description.

Action must be taken on the bills before midnight Saturday or they will become law automatically.

HERALD
Boston, Mass.

FEB 27 1935

we never saw him again."

COMMISSION TO ACT FOR NEW HAMPSHIRE

Group Will Co-operate with Massachusetts on Merrimac Valley Project

CONCORD, N. H., Feb. 26 (AP)—The state House of Representatives today designated the state planning and development commission as the agency to co-operate with Massachusetts in studying the proposed Merrimac Valley improvement program.

The project, if approved, calls for expenditure by the federal government of \$30,000,000 in Massachusetts and \$10,000,000 in New Hampshire. Governors Bridges and Curley conferred in Boston recently concerning the projects.

The Senate today elected Senator Anson C. Alexander, of Boscaawen, acting president of the upper House, owing to the illness of Charles W. Dale, of Portsmouth.

The long awaited bill setting up a new relief system for the state was referred to a committee in the House. It was predicted that the measure would be reported for action tomorrow.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 27 1935

Our Mail Bag

Lauds Hoover for Trying To Guard National Honor

To the Editor of The Herald:

Three cheers for Mr. Hoover in demanding that we return to the gold standard! There is a man in whom I have faith because he puts honor before everything else. I wish he might be prevailed upon to run for the presidency in 1936; with Mr. Theodore Roosevelt as his running mate what a splendid team the Republican party would have.

At the rate we are now going "honor" will soon be an unknown word. I've been so discouraged with the men in power at present. First, the President, then the Governor of this state. I had hoped for the supreme court to bolster up my weakening faith, but apparently I had hoped for too much.

I consider this country in a much worse condition now than during Mr. Hoover's last year of office. People in general are losing their self-respect. Now the thrifty suffer and the lazy flourish—which is all wrong and due, in my humble opinion, to Mr. Roosevelt's idea of governing us. The people are rapidly becoming passels, which no doubt suits Mr. Roosevelt and Mr. Curley perfectly, but which gives an ordinary citizen much concern for the future of his country.

Stow, Feb. 24. ELSIE W. MARTIN.

P. M. Examinations

To the Editor of The Herald:

I think I am not the only reader to be surprised at the recent action of Mr. Farley in requesting the civil service commission to hold examinations for the Boston postmastership. In the past he has been anything but friendly to that method of filling vacancies. Then when Mr. Curley expressed his entire satisfaction with the arrangement—that was a little too much.

The light on this miraculous change of heart will dawn on the gentle reader if he will but peruse an executive order dated July 12, 1933. Along with many other such, it has not been widely published and I dare say that very few have seen it. A few passages of this very remarkable document are quite pertinent to the matter in hand.

A portion of the order is as follows: "When a vacancy exists or occurs in the position of postmaster at an office of the first, second or third class, the postmaster-general may submit to the President for renomination the name of the postmaster whose term has expired or is about to expire, or the name of some qualified person within the competitive classified civil service.

"If no such person is nominated, the postmaster-general shall certify the fact to the civil service commission, which shall forthwith hold an open competitive examination to test the fitness of applicants not in either of the above-mentioned classes to fill such vacancy. When such examination has been held and the papers submitted therewith have been rated, the commission shall furnish a certificate of not less than three eligibles, if the same can be obtained, to the postmaster-general, who shall submit to the President the name of one of the highest three for appointment to fill such vacancy.

"Provided, that the postmaster-general may reject the name of any person or persons so certified if he shall find that such person or persons is disqualified, in which event the said commission shall, upon request of the postmaster-general, complete the certificate of three names."

Kindly observe the phrase: "not in either of the above-mentioned classes . . ." This astonishing statement seems to refer to postmasters, present and former, and all postoffice employees under classified civil service.

In other words: Wanted—A postmaster for Boston who knows absolutely nothing about that business. Furthermore, note that after the civil service commission has thoroughly investigated an applicant's qualifications, has found him of passing grade in the examination and submitted his name, the genial postmaster-general may for reasons of his own find him "disqualified."

The two gentlemen (Messrs. Curley and Farley) will say that such an examination is not required by law, the President having power to appoint. If, however, these same gentlemen wish to bask in the light of promoters of civil service, let them beware lest the general public find out the true nature of their arrangements.

Needless to say, the coming examination, viewed in the light of the above, will be of a spurious nature. In this I cast no reflection on the civil service commission, which is acting only in part and under orders of the postmaster-general.

If you are out of a job, take the postmaster's examination. You need not fear stiff competition. If there are those present who know about the business they are among a few who are not in civil service. You may receive the highest rating, but do not let that bother you. The only three to be "qualified" will be deserving Democrats.

ROBERT L. PAULER.

Worcester, Feb. 23.

An Important Problem

To the Editor of The Herald:

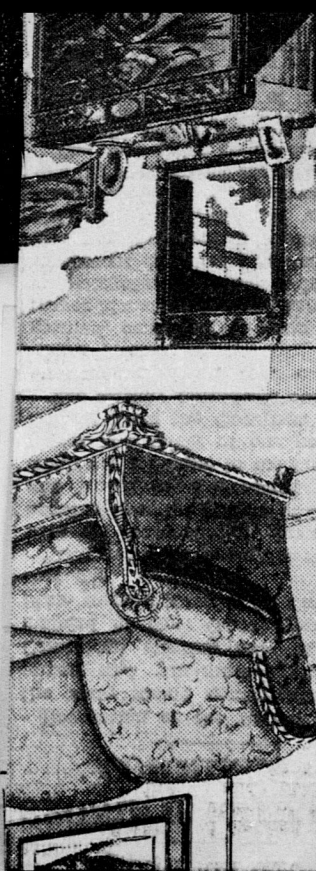
When I took up The Sunday Herald yesterday, I was very much pleased to find on the front page some very excellent comments on my report to the Governor concerning the prisons, but when I turned over to a later page, I found that you had taken enough space to print my entire article, word for word.

This morning, when I found on my breakfast table, as usual, The Herald, I was very much pleased to find an editorial on the report, in which it was characterized by some one as "sane and realistic."

It may interest you to know that in 1921, nearly 14 years ago, after I had first visited Charlestown and saw the conditions there, I wrote as carefully a description of the conditions as I was able to write, and sent it to 33 papers in this state, and The Boston Herald was the only one that printed it.

LEWIS PARKHURST.

Boston, Feb. 25.



DOG RACE BAN

Demands Curley Revoke Cambridge Licenses; Op- position Grows.

(Continued from First Page)

duties March 1, but he announced his intention last night of getting acquainted with the affairs of the commission at once. He will be at his desk this morning.

Gen. Charles H. Cole, chairman of the commission, who is expected to give Gov. Curley his resignation on the latter's return from Florida, opposed the appointment of Cronin.

Cronin will receive \$2700 annually, with step-rate increases available to a maximum of \$3300.

METHUEN PASTOR PROTESTS

"Wake up and protest before we find a dog racing track in our back yards," advised the Rev. John Ward Moore, pastor of the First Baptist Church of Methuen yesterday. The Essex County Greyhound Association holds a permit to stage dog races in that town. On the referendum last fall, Methuen voted against allowing dog racing in Essex county.

The Cambridge city council met last night but surprised a crowded chamber by taking no further action concerning the permit issued for dog racing in its city. A communication was received from the state racing commission, stating that no hearing would be granted Cambridge residents as the permit was issued legally in the opinion of the commission. The latter was placed on file by the council without comment.

George C. Funk, president of the association which holds the Cambridge license, was asked last night by The Herald when his group planned to apply for its building permit in Cambridge.

"Our plans are not yet completed," replied Funk. "Furthermore, we are decent respectable people and we are going to do this thing right and legally. If some people would stop making so much noise and do a little thinking, everybody might get some place."

CIRCULATING PETITIONS

In South Boston petitions are in circulation calling upon Councilmen John E. Kerrigan and George Donovan, representing that district, to seek an injunction against the Old Harbor Kennel Club, which holds a license for a track in that community. The court, under the wording of the petitions, would be asked to restrain members of the club from starting construction on its track without first obtaining the sentiment of the residents and property owners of the district. The same opponents to the proposed track failed to induce Atty.-Gen. Dever to take action on their behalf.

The Rev. Michael E. Doherty of St. Monica's Church and the Rev. Patrick J. Waters of St. Bridget's Church, both of South-Boston, yesterday charged that the racing commission had not kept its promise to notify them when the commission proposed to grant a dog track license which would affect their district. Both clergymen asserted that only a week before the announcement of the issuance of a license for the South Boston site, the commission assured them that they would be notified.

Relative to the South Boston situation, Mayor Mansfield yesterday instructed Corporation Counsel Henry E. Foley to warn the holders of the license that any attempt to build such a track would be vigorously opposed. The mayor announced his intention of testing to the limit the blue law which gives municipalities home rule on whether they want racing of any description or betting.

GIROUX FILES BILL

Representative Eugene H. Giroux of Somerville yesterday filed a bill in the Legislature which would further curb the powers of the racing commission. An emergency preamble is contained in the bill.

The Giroux bill provides that only after a duly advertised public hearing may the commission grant a license for either dog or horse racing and that the commission be compelled to grant a hearing on revocation of a license for either dog or horse racing on the petition of a mayor, board of selectmen or 25 registered voters. Another stipulation contained in the bill is that giving home rule to municipalities on the question.

Support of the opposition to the dog tracks came from the New England members of the amusement association at their seventh annual convention at New Bedford yesterday. The action was unanimous and a committee of seven members will be named today to devise ways and means of combatting the spread of liberalized legislation on pari-mutuel betting on horse and dog racing. About 150 owners and promoters of amusement parks from all parts of New England attended the convention, which will close today.

Those present recalled the career of Speaker Saltonstall—how he had been generous to the Democratic opposition. They noted his free assignments of Democrats to important committee chairmanships this year. They remarked that former Senate President Erland D. Fish refused to do likewise, and lost his presidency. In equal proportion, the reputation of Speaker Saltonstall had improved because of his co-operation. These developments, perhaps, spurred the nonpartisan applause.

applause.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 27 1935

RATE REDUCTIONS TOTAL \$2,025,100

Utility Group Appointed by Curley Reports on Cuts Made in State

A summary of the gas and electric rate reductions, totaling \$2,025,100, brought into effect by a special utilities committee, appointed in part by Gov. Curley and in part by the power companies, was made public at the State House yesterday.

The New England Power group, including the Massachusetts Utilities Association and Fitchburg, has a reduction of \$837,500. Other reductions include Boston Edison, \$772,000; Stone and Webster group, \$116,100; Associated Gas and Electric group, \$176,000; Charlestown (Consolidated gas of Boston), \$12,500; Manchester, \$4000; Nantucket, \$10,000; Western Massachusetts group, \$135,000; and Lynn, \$40,000.

These reductions total \$2,103,100 but \$78,000 of this amount, including \$65,000 to Lowell and \$13,000 to Athol, had previously been allowed. Thus the work of the committee resulted in reductions of \$2,025,100.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 27 1935

NRA APPOINTS BOARD ON TEXTILE PLANNING

Action Follows Session Attended by Gov. Curley

WASHINGTON, Feb. 26 (AP)—Official announcement of the creation of a special planning commission to "formulate a long time plan" for the textile industry was made tonight by the NRA. Announcement followed a meeting of the code authority for the cotton textile industry at which study was given the problems of competition from foreign manufacturers and methods of co-operating with the new cotton textile planning committee established by NRA.

The meeting of the code authority followed by a day a conference of Governors Curley of Massachusetts, Brann of Maine and Bridges of New Hampshire with northern mill owners and the New England congressional delegation on the textile situation in general.

The planning committee, set up for the industry last Thursday, ultimately will consist of 12 members, four from NRA, four to be named by the textile labor relations board, and four from the department of labor.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.

FEB 27 1935

Letters

GOVERNMENT, NEW FASHION

To the Editor of the Transcript:

Isn't it queer how mistaken some of us can be? Here I am long past middle life, and until very recently I supposed a governor's job was to govern. I didn't suppose for an instant that his duties consisted, in most part, of two matters: 1. Traveling to and fro between a State capital and the national capital; and, 2. Spending the balance of his time in promoting "free-for-alls" while at home. Must be that I failed to study government when I attended college!

NICHOLAS LACEY

Newton, Feb. 26.

TRANSCRIPT
Boston, Mass.

FEB 27 1935

McSweeney Tests Two-Way Radio Car

Talks from Cruising Auto to Acting Governor Hurley and to Reporters

"This is McSweeney" came the voice from the telephone, answered by the Transcript's police reporter, Ray Hemenway, at noon today in the Police Headquarters press room. "How does it sound?"

"It" was the first test of the two-way radio communications system just installed by the police department. Commissioner McSweeney talked from a police cruising car, halted for a red light at Northampton street and Massachusetts avenue.

"We're moving now, twenty miles an hour, thirty, thirty-five," the voice continued. It sounded like an ordinary local telephone call according to reporters.

Commissioner McSweeney has spent the last several days making inspection tours to all stations and departments. The two-way radio is to be used in all cruising cars to keep headquarters in close touch with patrols in all sections of the city and enable the officers on patrol to report directly.

Cruising in the police car through Roxbury, McSweeney also carried on radio-telephone conversation with Lieutenant Governor Joseph L. Hurley, acting governor in the absence of Governor Curley, and with Richard D. Grant, secretary to the governor, and newspapermen at the State House. The call to the governor's office was made from the police car through the radio control room at police headquarters.

The commissioner's voice was heard distinctly by those with whom he talked at the State House, and he expressed satisfaction at the success of the test.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.

FEB 27 1935

Changes in Penal Institutions Urged

Commissioner Lyman Detail Reforms Held Essential in Prison System

Changes in the State's penal institutions as recommended by Governor Curley in his inaugural, and by former Senator Lewis Parkhurst of Winchester in his recent report after an investigation of the various correctional units, were urged today at a hearing before the legislative Committee on Public Welfare.

In the absence of the governor, who is in Florida, his secretary, Richard D. Grant, appeared before the committee, who was facetiously characterized as "Governor" Grant at a legislative dinner last night, was described in similar sarcastic fashion during the hearing today.

When Arthur T. Lyman, State commissioner of correction, addressed the committee, Representative John W. Lasell of Northbridge, acting chairman, inquired, "Do you know whether 'Governor' Grant is going to be here this morning?"

After replying he did not know whether the secretary would be present, Commissioner Lyman discussed in detail the proposed changes in the prison system. He said that the Concord Reformatory lacked facilities for the classification of prisoners and he supported Governor Curley's suggestion that first offenders be segregated from hardened criminals. It was his belief that Concord should be an institution for first offenders and the State Prison transformed into a receiving station where criminals would be studied for thirty days to determine what institution they should be sent to.

The commissioner said the State needed an institution to accommodate approximately 400 hardened criminals. He reported there were 6800 inmates in the State and county penal institutions. He estimated that proposed new receiving station with a capacity of 300 would cost \$750,000.

A new institution for first offenders with a capacity of 500 would cost \$1,000,000 and a maximum security unit for 400 prisoners \$800,000, and an insane unit for 500 criminally insane \$1,500,000. He told the committee that this building program had been included in the State's projects recently submitted to the Federal authorities by the governor.

The institution for first offenders was described by Commissioner Lyman as the greatest need of the State. Dr. Samuel A. Elliot of Cambridge, representing the Massachusetts Civic League, also strongly favored a special institution for juveniles and first offenders.

Mary V. Clark of Springfield recorded the Springfield League of Women Voters in favor of the governor's recommendations.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

GOV CURLEY ARRIVES AT FLORIDA RESORT

Denies Knowing Site of Fifth Dog Track Here

Special Dispatch to the Globe

WEST PALM BEACH, Fla., Feb. 26.—Gov. James M. Curley of Massachusetts arrived at Palm Beach tonight for a brief stay in the resort, coming here from Washington where he took part in a conference with prominent figures in the Federal Government.

He and his party went immediately to a palatial resort hotel. In his party were Adj. Gen. William Rose of Massachusetts and Maj. Joseph F. Timilty of Boston.

This marks the initial visit of Mr. Curley as Governor of Massachusetts, but he has been a well-known visitor for a number of seasons past as the genial Mayor of Boston.

Gov. Curley indicated tonight that the chief object of his stay in Palm Beach is to get a brief rest and outdoor recreation during his holiday here.

In response to a question he said he knew of the Massachusetts State Racing Board's plan to license a fifth dog racing track but did not know where the track would be located.

Although his plans for his stay have not yet been announced, he will undoubtedly be entertained by several close friends who are winter residents in the resort, notably Mr. Joseph P. Kennedy, Federal chairman of the Securities and Exchange Commission, and Mrs. Kennedy, who have leased the Wanamaker residence here, and John Shepard Jr., owner of Shepard Stores, who with Mrs. Shepard has an attractive villa here.

Ex-Gov. Alvan T. Fuller and Ex-Gov. Joseph B. Ely, both of Massachusetts, have preceded Mr. Curley in visiting Palm Beach this season.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

N. R. A. ANNOUNCES NEW TEXTILE BOARD

Will Formulate Long-Time Plan for Industry

WASHINGTON, Feb. 26 (A. P.).—Official announcement of the creation of a special planning commission to "formulate a long-time plan" for the textile industry was made tonight by the N. R. A.

The meeting of the code authority followed by a day a conference of Govs. Curley of Massachusetts, Brann of Maine and Bridges of New Hampshire, with Northern mill owners and the New England Congressional delegation.

The planning committee will consist of 12 members, four from N. R. A., four to be named by the Textile Labor Relations Board and four from the Department of Labor.

The purpose, N. R. A. announced, is to formulate a long-time plan which shall take into consideration the competitive positions not only of cotton, silk and wool, but of rayon which is produced under the cotton and silk code.

"In these codes, and to a lesser extent in the wool code, there are discrepancies and provisions which all parties in interest are cooperating to remove at the earliest possible moment," said the announcement.

The N. R. A. members of the planning committee are Sidney Hillman, Leon Henders, A. D. Whiteside of the National Recovery Board, and Prentiss Coonley, N. R. A. division administrator. The other representatives are expected to be named within a few days.

BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

Morison, Peterboro, N. H.; Oscar S. Staples Jr., Hyde Park.

CROSSCUP PISHON POST TO HEAR DICK GRANT THURSDAY

The first 1935 meeting of Crosscup Pishon Post, American Legion, will be in the form of a luncheon Thursday at 12:15 in Hotel Bradford. Dick Grant, secretary to Gov. Curley, will be the speaker. Commander Alex Kennedy will preside.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

PROWL AUTO CALLS GOVERNOR'S OFFICE

Perfect Reception in New Two-Way System

Testing out the new two-way radio equipment which is to be installed soon in prowler cars of the Boston Police Department, Police Commissioner Eugene M. McSweeney broadened his broadcast range this morning to try a call into the Governor's office. Secretary Richard D. Grant answered and completed the test.

The Police Commissioner carried on his conversation from a car on Blue Hill as he talked not only with Grant but with members of the State House press. Reversing the process, Grant then put in a regular phone call to Police Headquarters for the via radio with the police head, still cruising in his machine. Perfect reception was noted, with voices coming as clear and strong as through the telephone.

Police Commissioner McSweeney, continuing his tests, gave the Police Headquarters reporters a treat when he had person-to-person chats with each over the radio and telephone.

The commissioner called several of the reporters at their press room desks. The calls were relayed to them through the Police Headquarters' switchboard.

The commissioner was somewhere in the vicinity of Northampton st. when he radiod the press room. He wanted to know how his voice was being received. The reporters informed him that it came through clear and fine and that there were no interfering noises to mar the reception.

Commissioner McSweeney also radiophoned his home and had a chat with his wife. The commissioner was on the lookout for dead spot in the new system, but thus far everything has come through to Police Headquarters clearly and distinctly.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

VIENNA CHOIR BOYS GIVEN CORDIAL WELCOME AT THE STATE HOUSE



VIENNA CHOIR BOYS AT STATE HOUSE

Officials of the Commonwealth extended a cordial welcome at the State House yesterday to the Vienna choir boys. As a mark of appreciation of the greeting the singers sang a German folk song and "The Star Spangled Banner." The visitors were received by Acting Gov Frederic W. Cook and State Treasurer Charles F. Hurley in the executive suite.

The boys are members of the Wie-

ner Saengerknaben, in Vienna, Austria, the oldest musical organization of the world. This organization was founded in 1498 by the imperial decree of Emperor Maximilian.

William A. Bodfish of Gov Curley's secretarial staff personally shook the hand of every boy in the society.

The ages of the boys range from 9 to 12 years. This is the third annual tour the organization has made in the United States. They appeared at

Jordan Hall last night and will appear again tonight.

Haydn, Schubert, Mozart and other illustrious musicians have been members of this society.

In addition to the rigid musical training they receive from Dr George Gruber, conductor, the boys are taught other subjects that will help fit them for life. The boys live at present in the ancient imperial palace, the Hofburg, built during the Hapsburg dynasty.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

get relief, but instead we have laxity and do nothing," Norton said.

MAYOR SAYS HE AGREES WITH BUREAU'S REPORT

Replying to the report of the Municipal Research Bureau presented at the State House to the Committee on Taxation, Mayor Mansfield this afternoon gave out the following statement:

"The Municipal Research Bureau forecasts a tax rate for 1935 of \$42.60 and suggests four possible means of reducing that figure, namely, retrenchment, new sources of revenue, borrowing and revised salary schedule.

"I am desirous of reducing the tax rate and agree with the bureau that a \$42.60 rate is unthinkable. Of the remedies extensive retrenchment has already been put into effect. The 1934 budget was cut extensively and every economy was exercised but the problem is so vast and the amount to be saved so great that economy, no matter how drastic, will never accomplish the result desired.

"The bureau suggests new sources of revenue. I agree with this and have already filed a bill for a sales tax to take the place of a rising tax on real estate. That sales tax bill ought to have the support of every person in Massachusetts in order to avoid a mounting real estate tax rate.

"I agree with the bureau in its remarks about borrowing. It is not the scientific way of reducing the tax rate, and I shall not have recourse to it unless it becomes absolutely necessary. But I am proud of our borrowing record. Our last borrowing was at an interest rate of .64—an all time low in the history of the city of Boston.

"As to salary reductions, everyone knows that I tried to obtain Legislative approval to continue in effect the pay cuts which had originally been granted to Mayor Curley in 1933. This request was denied, with the result that \$5,000,000 additional expenditures have been added to the budget for 1935.

"That alone will mean \$3 on the tax rate. Our budget, which will be higher than last year, would be much less than 1934 if the pay cuts could have been continued. But I wish the public to know that every one of the remedies suggested by the Boston Municipal Research Bureau has been tried by me."

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

RATE REDUCTIONS TOTAL \$2,025,100

Rate reductions totalling \$2,025,100 by power companies of Massachusetts as a result of the efforts of Gov Curley's committee were detailed by the Governor's office yesterday as follows:

The New England Power group, including the Massachusetts Utilities Association and Fitchburg, a reduction of \$837,500; Stone & Webster group, \$116,100; Boston Edison, \$772,000; Associated Gas & Electric group, \$176,000; Charlestown (Consolidated Gas of Boston), \$12,500; Manchester, \$4000; Nantucket, \$10,000; Western Massachusetts group, \$135,000; Lynn, \$40,000; reductions, \$2,103,100.

From this total there should be deducted \$78,000, of which \$65,000 credited to Lowell and \$13,000 credited to Athol had previously been allowed. This brings the net reductions due to the committee to \$2,025,100.

GLOBE
Boston, Mass.

FEB 27 1935

GRANT ASSAILS SOME INDUSTRIAL LEADERS

Certain so-called industrial leaders, who are more interested in making money outside New England than in developing the section in which they live and where the foundation of their fortune has been laid, were blamed last night by Richard D. Grant, secretary to Gov Curley, for the condition of many local industries.

Mr Grant spoke over WBZ in the period allotted to the Governor.

He described the efforts of Gov Curley to save the textile industry in New England, and explained the details of the recent Washington conference called by the Governor.

Grant said the serious problems confronting this section "will result in a united New England delegation working together wholeheartedly for the preservation of New England's basic industries and for the protection and conservation of the railroads of New England."

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 27 1935

WARNING GIVEN DOG TRACK MEN

Mansfield Will Fight to Bar Their Operation

Mayor Mansfield issued a warning yesterday to anyone who may receive a license to operate a dog track in Boston that he will take all legal means to prevent such a track doing business.

Cornelius J. "Tubber" Cronin of Cambridge was elected by a 2 to 1 vote of the State Racing Commission yesterday to replace Lawrence J. Bresnahan as assistant secretary to the commission.

Representatives of the Boston Garden attended a private hear-



MRS ELIZABETH TILTON
She objects to dog track in Cambridge

ing at the Racing Commission office on their application to operate a dog track in the Garden.

These are the latest developments in the row over licenses to operate dog tracks in South Boston, Cambridge, Methuen and Dighton.

Mayor Mansfield said Sections 33 and 34 of Chapter 271 of the General Laws, which prohibit the erection of a dog track without consent of the Mayor, city solicitor and Building Commission, would be invoked to bar such tracks.

"In all fairness to the holders of such licenses," said Mayor Mansfield, "they are being warned now before they spend substantial sums of money in erecting tracks, of the existence of this law and my intention to resort to this and every other legitimate means to prevent the establishment of such tracks in Boston."

But the Old Harbor Kennel Club which was granted a license to operate a dog track in South Boston was still confident a track would be erected on the Old Colony Boulevard site. The Boston Garden, if it gets a license is also expected to build a track.

At the commission meeting yesterday afternoon Commissioners Connors and Ensign voted in favor of Cronin, while Gen Cole voted against him. Cronin will start work March 1.

Cole Still on Job

Gen Cole again refused to comment on his reported determination to resign. Although he removed his personal belongings from his desk he said it was still possible to bring them back.

Meanwhile, James T. Purcell, who is Gov Curley's choice to succeed Gen Cole as chairman of the commission is planning to leave for West Palm Beach to join the Governor. His appointment is not expected to be announced for approximately two weeks.

Cavanagh Writes Curley

Objection to the granting of a dog racing license in Cambridge is contained in a letter which Senator Charles T. Cavanagh of Cambridge sent yesterday afternoon to Gov Curley.

The letter said: "I wish to register my strenuous objection to the granting of a license for dog racing in Cambridge, and to request that every possible step be taken to compel the Racing Commission to reconsider its action, in order that the people of my district may be given an opportunity to be heard. I believe the license should be revoked, because the location is not a proper one for dog racing, it would meet with an avalanche of opposition and hostility from the citizens of Cambridge, and would be a constant source of trouble and danger to the health, happiness and safety of our people.

"I concur in the strenuous objections so well voiced by Rev Dr Francis V. Murphy, pastor of St Peter's Church in Cambridge, to the granting of this license without at least having given the people and the officials of the city an opportunity to express themselves as to the proposed location. As Fr Murphy says, there has been a spontaneous rebellion of the people of the city over this matter."

A new opponent of dog racing is Mrs Elizabeth Tilton, for many years a fighter against liquor, who in a letter to the Cambridge City Council signs herself a member of the Women's Public Safety Committee of Cambridge. Mabelle M. Groves of Cambridge also signed the letter.

AMUSEMENT PARK MEN FIGHT DOG, HORSE RACING

NEW BEDFORD, Feb 26 (A. P.)—

The seventh annual convention of the New England section of the National Association of Amusement Parks voted tonight to fight dog and horse racing in the six States.

The action was unanimous. A committee of seven members will be named tomorrow to devise ways and means of combating the spread of pari-mutuel betting on racing.

The convention also condemned a motion picture purportedly based on the life of P. T. Barnum, famous circus man. The resolution declared the film lacked the "true characterization of our greatest of showmen—P. T. Barnum."

GLOBE
Boston, Mass.

FEB 27 1935

CURLEY'S SECRETARY CALLED "GOV GRANT"

Rep. Lasell of Northbridge Questions Commissioner Lyman of Department of Correction

Reference to Richard D. Grant, secretary to Gov Curley, as "Gov Grant" was made by Representative John W. Lasell of Northbridge at a hearing today before the Legislative Committee on Public Welfare which had before it Gov Curley's recommendations for improvement of the State's penal institutions, including the proposed abandonment of the State Prison at Charlestown.

Commissioner Arthur T. Lyman of the State Department of Correction was questioned by Representative Lasell, who was presiding in the absence of Senator Joseph A. Langone of Boston.

"Do you represent the Governor?" Lasell asked.

"No," replied the commissioner.

"Do you know whether 'Gov' Grant is going to be up here this morning?" Again the commissioner replied in the negative.

Commissioner Lyman continued, saying the Governor's office had just received a report from Ex-Senator Lewis Parkhurst of Winchester on the condition of the penal institutions.

Representative Thomas Dillon of Cambridge, a member of the committee, turned to Representative Lasell and asked, "Who did you say?"

"Gov Grant," replied Lasell.

Then Representative Dillon inquired of Commissioner Lyman, "Do you suppose Mr Parkhurst would be willing to have a new State Prison in Winchester?"

"I don't know," replied Commissioner Lyman.

The reformatory at Concord, Mr Lyman continued, has not facilities for classification of prisoners as is proposed. He pointed out that Gov Curley was primarily interested in segregating the first offenders.

Rev Dr Samuel A. Eliot of Cambridge, representing the Massachusetts Civil League, favored the recommendations of the Governor and said that there should be a special institution for juvenile and first offenders. He said that the Governor believes that the Charlestown buildings, built in 1857, should be razed and a classification bureau established there. Dr Eliot said he would rather see the property sold.

"We need a maximum security prison for hardened criminals," said Dr Eliot. "We have at Norfolk a normal prison, a walled prison. We need also a minimum security cottage prison for juveniles and first offenders."

Commissioner Lyman said that it is proposed to use the reformatory at Concord for first offenders. The State Prison at Charlestown would be turned into a receiving station where criminals would be studied for 30 days to determine to what institution they should be sent.

6800 Inmates at Present

The State needs an institution capable of housing 400, for confinement of hardened criminals, said Mr Lyman. He pointed out that there are 6800 inmates in State and county penal institutions. At present there is room for 700 at Norfolk, he went on, and by the end of the year there will be accommodations there for 1100.

At the request of Representative Lasell he outlined the contemplated prison program and cost as follows:

Receiving building (300 capacity),

\$750,000; rehabilitation institution for first offenders (500 capacity), \$1,000,000; maximum security unit (400 capacity), \$800,000 and criminally insane unit (500 capacity), \$1,500,000.

Commissioner Lyman said that this had been made a part of the State's program recently submitted to the Federal authorities at Washington and that it was assumed that the Federal Government would supply the funds.

Representative Lasell remarked that the proper thing for the committee to do was to hold the matter in abeyance until Washington takes action.

In Commissioner Lyman's opinion, a building for first offenders would be money in the State's pocket. "It is the greatest need of the State so far as criminals go," said he, "as there would be greater social advancement and more broken homes saved."

Would Put It First

Commissioner Lyman said that he would put the first offenders institution first if the Washington program failed to go through, although he realized that the abandonment of the State Prison had more popular appeal.

Mr Lyman said he was "astonished" by the Parkhurst report that there were 50 men at Norfolk State Prison who should go back to the Charlestown institution.

Stephen P. Cabot and James H. Sheldon strongly favored the first offenders institutions.

Mary Vida Clark of Springfield, representing the Springfield League of Voters, was recorded in favor of the Governor's recommendations.

NO COMMENT BY GRANT ON BACIGALUPO SPEECH

Richard D. Grant, secretary to Gov Curley, had no comment to make today on the reference made last night by Representative Edward P. Bacigalupo of Boston to "Gov Grant" and "Secretary Curley." The Representative was speaking at a dinner tendered Atty Gen Paul A. Dever and his assistants at the Copley-Plaza. He made at that time a defense of Representative Michael J. Ward of Roxbury and charged the Governor and his secretary with "a plot to destroy the reputation and character" of Representative Ward.

MANY ANTIQUES IN HINGHAM HOBBY SHOW

HINGHAM, Feb 27—Many interesting antiques have been entered in the South Shore's first hobby show to be held under auspices of the New North Lend-A-Hand Friday afternoon and evening at the parish house in Hingham.

Mrs Richard Blackmur heads the entry committee. Serving under Mrs Arthur Paddock in charge of the show are Mrs LeRoy Lane and Mrs Francis Lincoln who will arrange the exhibits. Mrs Clifford H. Byrnes is chairman of the refreshment committee, with Mrs Roger Thomas, Mrs William B. Rice, Mrs Edmund Workman, Mrs William Doble and Mrs Charles A. Merrill assisting.

Mrs Henry Bourne and Mrs Jonathan Chace will pour at the afternoon tea, and Mrs Samuel Whiting and Mrs Richard Partridge will serve refreshments in the evening.

GLOBE
Boston, Mass.

FEB 27 1935

MAYOR INDORSES GREATER BOSTON

Wants Plan Studied by State Commission

Investigation by a commission of the creation of a Greater Boston to include nearby municipalities was enthusiastically indorsed yesterday by Mayor Mansfield of Boston and as roundly criticized by a score of speakers representing the cities and towns which would be affected.

Arguing that the future prosperity of Boston depends on the accomplishment of the Greater Boston plan, Mayor Mansfield told the Joint Committee on Rules of the Legislature, that Boston is losing population for the first time in its history.

Representative Bowker of Brookline termed the proposal "dangerous" and one which would make the outlying communities involved in the merger "green pastures for Boston." He felt it would lead to the establishment of a single huge city of Boston in time with loss of identity for all the other municipalities.

Freight Rates

Mayor Mansfield criticized freight differentials as tending to "reduce Boston to poverty and impoverishing the neighbor cities and towns."

"If prosperity is to return to Boston," the Mayor declared, "the Interstate Commerce Commission must be impressed with the fact that Boston is not just a provincial city but a metropolis deserving of attention."

"Shipping of Boston is now merely coastwise," said the Mayor. "Wharves are idle. Liners stop only for a short while going to and from New York. Stores, warehouses and lofts are vacant."

"Yet, we could bring prosperity back both to Boston and Greater Boston, if we could get the Interstate Commerce Commission to remove the differential rates."

Mayor Mansfield also pointed out the savings in coordinated public services such as police, fire, schools, health and welfare.

Sees Hand of Curley

Because the bill would allow the Governor to appoint the investigating commission, Representative Bowker said he could not help believing the Governor is "behind the scenes in this bill."

Selectman Walter J. Cusick of Brookline maintained the subject is not "even worth a study." He pointed out that Brookline recently borrowed \$300,000 at an interest rate of .22 percent.

Representative William H. Melley, Chelsea, spoke in opposition and the following were recorded as against the proposal:

Selectmen of Weymouth, Norwood, Walpole, Stoughton, Canton, Arlington, Lexington, Milton, Winchester and Wellesley, Mayor MacDonald, Waltham; Mayor Ross, Quincy; Senator Holmes, Weymouth; Ex-Mayor McGrath, Quincy; George F. Hines, Quincy Chamber of Commerce, Representatives Joseph Babcock, Milton; Frank Coughlin, Norwood; Stanley S. Bates and John R. Shaughnessey, both of Quincy.

Mayor Mansfield denied that Gov Curley had been consulted about the bill or had anything to do with it.

HAVENHILL FIRE LOSS

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 27 1935

CHEER FOR ASSAULTS ON CURLEY

200 Legislators Hail Saltonstall, Enjoy Blast at Grant

After cheering a denunciation of Governor Curley and his secretary, Richard D. Grant, more than 200 members of the Legislature, most of whom are Democrats, applauded Leverett Saltonstall, Republican Speaker of the House, as "the next Governor of the Commonwealth," at a meeting held last night at the Copley-Plaza Hotel.

THREATS OF REPRISALS

Threats of reprisals against the Governor for permitting his secretary to deliver radio attacks upon members of the Legislature were hinted at the meeting, as speakers ridiculed the present administration on Beacon Hill as being operated by "Governor Grant" and "Secretary Curley."

The denunciation of Governor Curley and Grant was delivered by Representative Edward P. Bacigalupo of the North End, a Democrat, who protested that "an unwarranted and underserved attack" had been made over the radio recently by Secretary Grant against Representative Michael J. Ward of Roxbury, who was a member of the Curley secretarial staff at City Hall for a number of years.

"Faith in 'Mike' Ward"

"Grant has been labelled consistently as the 'Governor of the Commonwealth,' and 'Curley the secretary,'" stated the North End representative, drawing cheers from his colleagues.

"Representative Ward has taken this attack on the chin and said nothing, because he's no stool pigeon. But everyone has faith in 'Mike' Ward and he is esteemed as a loyal friend and an able official by the entire membership of the Legislature, Republican as well as Democrat," said Representative Bacigalupo. "This present set-back, caused by a disagreement with his Excellency, the Governor, will not be a set-back for Representative Ward in the Legislature," he said.

Cheer Ward and Saltonstall

It was explained that although Representative Ward for years had been a vigorous supporter of the Governor, he was recently dropped from his post as chief deputy United States marshal, after his stolen badge had been found in the pocket of Joseph "Red" Sweeney, a gang murder victim, and Secretary Grant criticised him over the air.

At the conclusion of the address by Representative Bacigalupo, the entire group of legislators stood up and cheered Representative Ward. Later Speaker Saltonstall was cheered as members of the group hailed him as "the next Governor," when he was called upon to speak.

Rep. Dean Hits at Grant

Although the legislators gathered at dinner to honor four of their recent colleagues who were promoted to the attorney-general's office, the legislative protest against Governor Curley and his broadcasting secretary featured the meeting, as constant darts were tossed by the succeeding speakers at the executive department on Beacon Hill.

Representative Ernest J. Dean of Chilmark, veteran Republican member of the House, took a shot at Grant. "If the rules committee will report the bill I filed to provide a radio broadcasting station at the State House for the Legislature, we will soon drive Governor Grant off the hill," the "island member" of the House promised.

The members at the conclusion of the banquet presented pen and pencil sets to the four former members of the House now holding advanced positions on Beacon Hill, Attorney-General Paul A. Dever and Assistant Attorney-Generals John S. Derham, Arthur V. Sullivan and John Patrick Connolly.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 27 1935

The Observant Citizen

It is now light enough to read without artificial light before 6 o'clock in the morning, and auto head-lamps do not have to be lighted until after 6 o'clock this afternoon, Boston time.

The words "Boston time" are important as it takes the sun 25 minutes to cross New England from extreme east to extreme west.

The sun is rising somewhere in New England, this morning, constantly from 6:08 (at Eastport), to 6:33 (at Williams-town and Bridgeport).

Congratulations today, on his 57th birthday anniversary, to Alvan T. Fuller, former congressman and governor.

The middle initial, T, stands for Tufts and was his mother's maiden name.

He is Dr. Fuller—to mention one of his several titles—by virtue of honorary degrees from at least five different colleges.

Although retired from public office, in addition to being one of New England's busiest business men, he serves as a trustee of the Art Museum, Boston University, the N. E. Conservatory of Music and other institutions, and is a 33d degree Mason, an Odd Fellow, an Elk, and a Knight of Pythias.

A busy man, indeed!

Speaking of keeping busy:

I imagine the busiest place in Boston, this week, in proportion to its size, is the office of the State Income Tax bureau at 40 Court street.

March 1, Friday, brings the "dead line" for filing returns and paying the first half of the state tax. (Of course you can pay the whole of it, if you want to do so).

Judging from the swarm of humanity that I saw there yesterday, the wise man will NOT PUT OFF making his visit to the tax bureau until the last minute.

This is Longfellow's Birthday—the 128th anniversary of the birth, at Portland, of the writer of "Evangeline," "Tales of a Wayside Inn," "The Song of Hiawatha," and scores of other familiar poems.

This year brings the centennial of his writing "King Christian," a translation of a national song of Denmark, in which country Longfellow was traveling 100 years ago. The poem begins:

*King Christian stood by the lofty mast
In mist and smoke,
His sword was hammering so fast,
Through Gothic helm and brain it passed.
Etc. etc.*

The trip to Denmark which inspired the above-mentioned poem, was part of Longfellow's preparation for entering on a professorship of modern languages at Harvard to which he was elected 100 years ago last December.

During this tour, his first wife died while they were in Rotterdam.

I hear occasional complaint (not that complaining can do any good) about the way the snow lingers on the ground this year.

The human memory, as a general thing, is fickle about details of the weather.

I find by the official records that there was only one day in February last year when Boston Common was wholly free from snow.

The ground continued white until March 5.

Then more snow fell on March 8, 10 and 11, with occasional flurries on the 12th, 14th and 18th, and nearly half an inch of snow on March 24.

It was April 6 when Boston had its last trace of snow last spring.

I heard two men expressing curiosity as to how Governor Curley was able to endure the ordeal of shaking hands with so many thousands of persons on the recent holiday.

The late Governor Guild explained the technique of hand-shaking to me many years ago.

The idea is to grasp the other fellow's fingers before he can clutch yours.

"Beat him to it," so to speak. Otherwise, a public man's hand would be crushed until numb by the time a few hundred enthusiastic hand-shakers had finished with it.

From the same source I learned the secret of going into a strange community and calling its prominent citizens by name.

Many a public man has won a reputation for having a marvelous memory in this way.

It seems that as the distinguished visitor faces the crowd who have come to greet him, a local resident stands close to him and murmurs in his ear, somewhat like this:

"See that man in the brown derby and the blue tie—that's Jim Blank, proud father of twins."

As the man in the brown derby gets nearer, the distinguished visitor greets him: "Hello, Jim! Glad to see you again. How are the twins?"

If you think that loses any votes, you don't know much about politics.

"J. M. P." tells me that he saw one of the old-time funeral hacks the other day, such as used to be drawn by a span of horses.

It was being paraded around by a group of boys in East Boston, who had resurrected it from an undertaker's storage house.

Speaking of East Boston, a sailor at Jeffries Point told me that he has read this winter of sea gulls being driven inland in search for food.

He adds: "A sea gull is always hungry, but will not eat the most tempting food if a storm is brewing. Old sailors consider this an omen."

"The gulls refuse their favorite food—fish, cake, bread—when the winds indicate a storm."

Mention of sea gulls reminds me that persons interested in the shellfish business expect a good year because of conditions that have prevailed this winter.

For miles and miles along the Cape Cod shore, huge ice cakes are piled up; and when these slide off into the water, they will rake over the top surface on the shore and "make it all over," thus releasing a large amount of the natural food of the shellfish.

This process is much like digging up a garden before it is planted. The in-

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 27 1935

FAVOR STATE PAYING IN FULL

Solons Urge Bill Covering Utilities Board Costs

In a movement to divorce the State Commission on Public Utilities from the railroads, electric, gas and other corporations, the legislative committee on State administration yesterday approved Governor Curley's recommendation to have the State pay the entire expenses of this State department.

In the past, the utility corporations have paid half the cost of administering the Public Utilities Department, including the salaries of the commissioners, as well as other expenses, a setup which was severely criticized by the Governor in his inaugural address.

Four bills demanding the abolition of the present Public Utilities Commission were rejected by the legislative committee on State administration late yesterday, following public hearings. One of the bills sought to transfer the power of the Public Utilities Commission to the Legislature, and the other three bills sought the creation of a new department of public service.

2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 27 1935

right hand from flying glass, while Bellinger suffered serious burn when he broke through a skylight while working from a ladder near the top of the building.

SHOEMEN'S HEARING TODAY

Shoe manufacturers of Massachusetts will meet in public hearing at the State House this afternoon at 2 o'clock with Governor Curley's advisory committee in an effort to end strikes in the shoe and leather industry and promote business here.

creased fertility is expected to make the shellfish thrive, resulting in larger catches in the fall, of better shellfish than usual.

I notice that the National Guard officers on the reserve list are being called up for physical examination so that they may be ordered into the federal reserve service.

The National Guard reserve will not exist any longer as such, I am told, but will come under the direct supervision of the United States government.

All National Guard officers who are in the reserves will have to take a physical examination to find out whether they are physically qualified to serve Uncle Sam, in case of war.

The foregoing lines remind me that many units of the Massachusetts National Guard are scheduled to train this coming summer in New York State, instead of Fort Devens, where they usually train.

Among these units will be the Third Battalion of the 372nd Infantry, I am told.

The change is thought to be solely for reasons of training, the National Guard troops, when called into summer encampment being under federal control and therefore subject to duty anywhere within the limits of the United States and its possessions.

Some of the boys, I hear, are looking forward with keen anticipation to the change of scene.

I notice many through-the-ice fishermen at the bridge in Lynn, at the entrance to the Salem road," writes "E. F." Four or five groups are usually there in the afternoon, boring out holes in the ice through which baited hooks are lowered.

A Boston woman recently was heard to remark that she was "glad that she had a mongrel dog" because she "didn't have to be careful about the canine's diet."

A check-up with a veterinary indicated that she was wrong and that a mongrel's health requires a diet similar to that of a thoroughbred, if the owner

desires to keep the pet lively and coat in good condition.

It seems to me the winter has sailors of the United States navy been changed. They are still made of the dark-blue woolen material, but crowns appear smaller, and the flaps of the hats are turned up at a sharp angle.

Captain A. L. Kent, master mariner of the few skippers who can be of having a large coastwise steamer named for him, has recently made unusual presentation to the Boston Yacht Club, of which he is a member. It is a steering wheel, with electric lights under each of the eight handles as they come out of the rim.

The wheel was made by Captain Kent himself.

It is of birdseye maple and mahogany, with concealed wires to carry the current to the bulbs. The wheel will be suspended from the ceiling, and used as a chandelier, giving a further touch of the sea to an office already filled with marine mementoes.

"J. H." writes: "I notice that children, as well as seamen, take advantage of the opportunities presented by the Baptist Seamen's Bethel on Hanover street. Twice a week, Miss Gertrude Saunders, superintendent of the institute, shows free movies for the Italian children in that district, who come in large numbers to the performances."

At the State House, I am told the Hall of Flags is still the favorite show place of the Capitol building, with the Governor's office in second place in popularity with visitors.

According to one of the State House guides, fully 1000 people each day visit the Hall of Flags. Many are escorted there by their teachers.

"T. C." writes me: "I noticed in your column the other day a piece about Christmas decorations still up."

"A grocery store near Foss Park, Somerville, still has three fir trees set up against a railing over the store and

and perhaps, after all, he ought to be heard.

POLITICS IN IT

Governor Curley will be acting very wisely if he orders the Racing Commission to recede from its rather arrogant attitude and grant public hearings to those who demand a revocation of dog track licenses already granted.

The Racing Commission takes the stand that there is nothing in the law to compel it to grant any such hearings. True enough, but if Governor Curley joined in the demand for public hearings the Racing Commission would very quickly back down. A mere word from the Governor would be sufficient.

It is plain that the rising tide of protest and indignation is gaining great force. The acting Mayor of Cambridge has assured citizens that he will do his utmost to block the Cambridge track. Mayor Mansfield is of the opinion that he and the City Council have the power to refuse a location for the South Boston track and he proposes to exercise that power.

The position of the Racing Commission is a very lame one.

It is likely to be a good deal lamer when the full facts regarding the granting of these licenses are disclosed, as they must be in time. Then the public will have good reason to wonder at the close alliance between politics and dog racing.

General Cole says the Governor gave his approval to the granting of the Cambridge license, but he did not tell the whole story.

This Cambridge license was secured by Representative Martin Hays, who is the Republican floor leader of the House. As such he is very powerful on Beacon Hill.

He not alone used his best endeavors to get the Racing Commission to grant this license but he also appealed to the Governor for assistance.

He may have gotten no satisfaction but he got the license.

What sort of a position is he (and his Republican friends in the Legislature) in now when it comes to dealing with race track legislation? It shows that the Republican leaders are out for the plums and with some success, for this dog track license is one of the biggest of plums. There is a small fortune in it.

Robert J. Bottomly, who cuts quite a figure in Republican politics and whose name came into some prominence in connection with land takings for the East Boston tunnel, is treasurer of the Old Harbor Land Company, which owns the site of the South Boston dog track. As he will profit from the leasing of the land he must have been pleased indeed at the granting of the license.

A fine uproar is in the making. The alliance between some politicians and the dog track promoters ought to be aired.

Let Governor Curley turn on the light. If reports are true the Democratic party has little to fear since apparently Republican fingers are dividing the plum pie.

Give the public the facts!

LINK POLITICS TO DOG RACES

Critics Name Bottomly as One Being Interested in South Boston Track ---Hays in Cambridge Location

Prospects of an expose of alleged collusion between prominent politicians and promoters of dog racing loomed last night as the protests of indignant citizens in all parts of the State grew to sweeping force against the granting of dog track licenses in various communities over the wishes of the citizens.

HAYS GOT LICENSE

The fact that Representative Martin Hays of Brighton, Republican floor leader in the House of Representatives, was counsel for the Bay State Kennel Club in its quest of a license for dog races in Cambridge, and that he conferred with Governor Curley regarding the license for his club, added to the fury of those who are already charging that political influence made it possible to force these licenses into communities where they were not wanted.

Continued on Page 9 — First Col.

may require the racing commission to give hearings on the revocation of licenses already granted or for any new applications still to be presented.

That the protest against the whole plan of dog racing in the State is growing steadily was shown last night, when Mayor Mansfield declared emphatically that he will fight to the bitter end every proposal to set up that class of racing in the city. The Mayor directed Corporation Counsel Henry E. Foley to make every possible effort to enforce the provisions of Sections 33 and 34 of Chapter 271 of the General Laws, which call for approval of the Mayor and City Council before any horse or dog track can be established in the city.

Mayor Gives Warning

Mayor Mansfield made it plain that he will carry his opposition to the highest courts in an effort to block dog races in Boston, and he warned all holders of licenses of his intentions before they proceed to expenditure of large sums of money on the enterprises.

"In all fairness," said the Mayor, "the holders of such licenses ought to be warned before they spend substantial sums of money in erecting tracks of the existence of this law and the intention of the Mayor to resort to this and every other legitimate means to prevent the establishment of such tracks in Boston."

The objectors to the dog track licensed in Cambridge were encouraged last night by persistent rumors that the Bay State Kennel Club would abandon its location at Concord avenue and Alewife Brook parkway in that city. The story in circulation was that George Funk of the Bay State Kennel Club is also a director in the Boston Garden, where the owners desire to operate an indoor track. A conference with the State Racing Board on that project was held yesterday, but no action with reference to the granting of a license was taken by the board.

Bottomly Statement

Mr. Funk, reached at his Brookline home last night, flatly refused to comment on reports that he and his associates are preparing to abandon the Cambridge license in favor of one which might be given to the Boston Garden.

Robert J. Bottomly last night denied that he had any direct interest in the dog track in South Boston or that he appealed to Governor Curley in favor of the license granted to the Old Harbor Kennel Club.

"I am treasurer of the Old Harbor Realty Company," said Mr. Bottomly, "and as such I would refuse no good lease in these hard times. I believe that dog racing, properly conducted, is a clean sport. When Mr. Davis, who gave a field house to Dartmouth, approached me with reference to the lease of the land for the dog track, I felt sure that the enterprise would be conducted on a high plane. I believe that most of the agitation carried on against dog racing in the South Boston district, where the people voted for the tracks seven to one, is paid propaganda. Further, may I note that the racing commission, in my opinion, acted wisely when they granted the license in the district which gave the largest margin in the State in favor of racing."

In a letter read to the Cambridge City Council at its meeting last night, ministers of the Central square section approved the action of the Council in condemning the licensing of a dog track in the city and urged the body to take every possible means to prevent the erection of one. Mrs. Elizabeth Tilton, prohibition worker, representing the Women's Public Safety Committee of Cambridge, also wrote to the Council, urging the banning of dog racing.

Propose Petition

Members of the South Boston Women's Civic Club are preparing a petition to the courts for an injunction to block the construction and operation of the proposed dog racing track at the corner of Old Colony avenue and Ralston street, South Boston. Dr. Belle Scott Carmody, president of the organization, said: "A committee of women lawyers in our club is working on the petition and expects to have it ready Wednesday to present to the court."

In Methuen opponents of dog racing found a champion in the Rev. John Ward Moore, pastor of the First Baptist Church.

When the Rev. Mr. Moore discovered that no person had attended the meeting of the Board of Selectmen last evening to request that board to make formal protest, despite the fact that he himself has been confined with illness, he urged the residents of the town to "wake up and protest before we find a dog racing track in our back yards!"

An appeal to Governor Curley to direct the State Racing Board to revoke the license issued to the Bay State Kennel Club in Cambridge was made by State Senator Charles T. Cavanagh, Democrat. In a letter to the Governor last night, the letter read in part:

"It seems to me that there are many

place for race tracks. "I sincerely hope, therefore, that your Excellency will use your efforts in having the Racing Commission reconsider its action and revoke the license for dog racing in Cambridge."

HUB BOUND SHIP IS SINKING, SENDS SOS

Continued From First Page

Winds of hurricane force were whipping the ocean into mountainous seas. The Blairgowrie had been last heard from at 7:08 o'clock (Boston time) when she sent out a frantic wireless appeal for other vessels to give quick assistance.

The Blairgowrie, owned by the Clydesdale Navigation Company, G. Nisbet & Co., managers, of Glasgow, was bound to Boston from Swansea, Wales, with a cargo of 4700 tons of "coal duff"—coal dust, for making briquettes—and was due to dock at a Charlestown pier. Her position, about two-thirds across the Atlantic, was eastward of the Grand Banks of Newfoundland, 1000 miles off the coast of France, and in an area that has been swept by gales as severe as any prevailing during the winter.

When the Europa reported at 10:22 last night that she had been unable to sight the freighter, apprehension was felt for the safety of the craft. It was stressed that for more than three hours her radio had been silent. Chances of her captain and crew escaping in lifeboats were believed to have been small, in view of the weather reports of mountainous seas and hurricane gales.

American Banker at Scene

Shortly after 11 o'clock the steamer American Banker reported that she was also at the position given by the Blairgowrie and that she had been unable to sight the steamer. The American Banker is commanded by Captain Harold Winslow, 38, of Canton formerly of Quincy, making his second round trip on the vessel which was formerly captained by a sea hero, Giles Chester Stedman, also of Quincy.

In addition to the Europa and the American Banker, another craft, the steamer Blommestein, was rushing to the position of the Blairgowrie last night.

At 7:08 o'clock the Blairgowrie wireless to the Radiomarine Corporation that her steering gear was damaged holds 1 and 2 were stove in, and the pumps were unable to handle the water.

The Blairgowrie left the Welsh port Feb. 16, bound for Boston, and the fact that she had not yet reached the mid Atlantic, although 10 days out, would indicate that she had met heavy weather and probably became disabled while battling the storms of the last few days.

Local agents for the Blairgowrie are A. C. Lombard's Sons, who were given advices from the marine department of the Boston Chamber of Commerce during the mid-afternoon.

388-Foot Vessel

Edward F. Connor of this company said last night he had received no advance information regarding the Blairgowrie or her crew. Lloyd's Registry gives the Blairgowrie as a 388-foot vessel of 3250 tons gross. She has been in the traffic trade and has made one or more other voyages to Boston with coal duff.

Captain Oscar Schars of the Europa last night radioed the ship's agents in New York as follows:

"In heavy westerly gale, latitude 48:10 north, longitude 28:22 west, proceeding to assistance of distressed steamer Blairgowrie, 60 miles away."

Radio advices regarding the Blairgowrie were picked up at the Chatham station of the Radio-Marine Corporation and sent by land lines to New York, where they were given out by agents of her company.

Local interest in the sea fight to save the Blairgowrie and her crew centered last night in the youthful Captain Winslow, resident of Canton and commanding officer of the American Banker. Captain Winslow, who is 33 years of age, formerly lived in Quincy and is a friend of Captain Stedman, whom he succeeded on the bridge of the American Banker. He is well known in Boston, Quincy and Canton. He formerly was chief officer of the Leviathan.

TRAWLER CAPTAIN AT SEA GIVES LECTURE

A captain on a fishing trawler sat in his cabin some 100 miles off the New England coast last night and gave a brief talk to the members of the Boston Druggists' Association on the work and life at sea. The druggists, gathered in their monthly meeting at the Parker House, heard the talk as part of a demonstration by the New England Telephone and Telegraph Company of their marine radiotelephone service.

William J. McLaughlin, special agent of the telephone company, gave a brief talk on the development of the marine service which enables fishermen to keep in touch with each other and with their homes while out on the fishing banks.

By means of a portable two-way set which he installed in the room, Mr. McLaughlin made telephonic connections with several trawlers and a coast guard boat.

FORMER AUDITOR NOT A CANDIDATE

Although someone called at the Federal building yesterday for an application for the civil service examination for postmaster of Boston in the name of former State Auditor Francis X. Hurley of Cambridge, Mr. Hurley stated last night that he has not the slightest thought of being an applicant for the place.

"I don't know who asked for the application in my name," he said, "but I certainly have no intention of taking the examination for postmaster."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

NEW RACING BOARD AIDE



Cornelius H. Cronin, former Boston College athlete, shown at his desk today as he assumed his new duties as assistant secretary of the state racing commission, succeeding Lawrence Bresnahan, who was opposed by Governor.

TRAVELER
Boston, Mass.

FEB 27 1935

Revocation of Race License Demanded in Cambridge

Cambridge today renewed its opposition to allowing greyhounds to chase a mechanical rabbit, following a demand by State Senator Charles T. Cavanagh of that city that the Governor take action to revoke the license issued for a track in his city.

Cavanagh cited the tremendous opposition from the citizens and said dog racing will be a constant source of trouble and danger to the health, happiness and safety of our people," in a letter to the Governor.

Meanwhile, Cornelius H. Cronin, Cambridge Latin and Boston College athlete, had been appointed as assistant secretary to the commission to fill the vacancy caused by the ousting of Lawrence F. Bresnahan, who was the

object of the Governor's hostility. Cronin is a former Cambridge city councilman.

It became likely that a greyhound racing license would be issued to the Boston garden under the pari-mutuel system of betting. Garden representatives and the racing commission were in a long conference on the matter, and with no opposition yet developing to dog racing in Boston proper, the license was expected to be granted.

In Boston, police had caused a sudden flurry with nine arrests in raids aimed to check bookmaking. Six men were arrested and betting slips seized in offices on the seventh and ninth floors of the Journal building on Washington street, and three arrests were made on Norman street, West end, where police also seized betting sheets.

In South Boston, also a focal point in the widespread opposition to dog racing, petitions were in circulation calling on City Councilmen John E. Kerrigan and George Donovan to seek an injunction against the Old Harbor Kennel Club, which holds the license for the track.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

Cole Ext Race Today

A climax to the dog a demand very was expected H. Cavanagh resignation of Gen. Governor take chairman of the state issued for a sion, and at the same endous opposed he would issue and said "dog ment on the whole source of might stir the entire health, hap- people," in a

These developments late today while James H. Cronin, a friend and political Boston College Governor, was on his ted as assist- where the Governor is mission to fill was reliably reported the ousting of cell would be named who was the verified within a few hostility. Cro- Cambridge today rer sition to allowing grayhounds (Thirteen)

arrested and betting slips seized in offices on the seventh and ninth floors of the Journal building on Washington street, and three arrests were made on Norman street, West end, where police also seized betting sheets.

In South Boston, also a focal point in the widespread opposition to dog racing, petitions were in circulation calling on City Councilmen John E. Kerrigan and George Donovan to seek an injunction against the Old Harbor Kennel Club, which holds the license for the track.

POST
Boston, Mass.
FEB 27 1935

that perhaps, after all, he ought to
be heard.

The Racing Commission takes the stand that there is nothing in the law to compel it to grant any such hearings. True enough, but if Governor Curley joined in the demand for public hearings the Racing Commission would very quickly back down. A mere word from the Governor would be sufficient.

The position of the Racing Commission is a very lame one.

General Cole says the Governor gave his approval to the granting of the Cambridge license, but he did not tell the whole story.

He not alone used his best endeavors to get the Racing Commission to grant this license but he also appealed to the Governor for assistance.

What sort of a position is he (and his Republican friends in the Legislature) in now when it comes to dealing with race track legislation? It shows that the Republican leaders are out for the plums and with some success, for this dog track license is one of the biggest of plums. There is a small fortune in it.

The alliance between some politicians and the dog track promoters ought to be aired.

Give the public the facts!

TEMPERATURES IN OTHER CITIES

Continued From First Page

Indications are that when Governor Curley returns to Boston from his vacation in the South he will face most urgent demands for a thorough airing of the whole dog racing situation.

General Cole has already charged that Governor Curley knew about and approved the unanimous action of the Racing Commission in granting dog track licenses in Cambridge, South Boston, Dighton and Methuen. Governor Curley, while admitting that he knew the licenses were to be granted for these tracks, said that he had passed over them as merely routine matters and insisted that the responsibility for precise locations was up to the State Racing Board.

That the protest against the whole plan of dog racing in the State is growing steadily was shown last night, when Mayor Mansfield declared emphatically that he will fight to the bitter end every proposal to set up that class of racing in the city. The Mayor directed Corporation Counsel Henry E. Foley to make every possible effort to enforce the provisions of Sections 33 and 34 of Chapter 271 of the General Laws, which call for approval of the Mayor and City Council before any horse or dog track can be established in the city.

Mayor Gives Warning

Mayor Mansfield made it plain that he will carry his opposition to the highest courts in an effort to block dog races in Boston, and he warned all holders of licenses of his intentions before they proceed to expenditure of large sums of money on the enterprises.

The objectors to the dog track licensed in Cambridge were encouraged last night by persistent rumors that the Bay State Kennel Club would abandon its location at Concord avenue and Alewife Brook parkway in that city. The story in circulation was that George Funk of the Bay State Kennel Club is also a director in the Boston Garden, where the owners desire to operate an indoor track. A conference with the State Racing Board on that project was held yesterday, but no action with reference to the granting of a license was taken by the board.

Bottomly Statement
Mr. Funk, reached at his Brookline home last night, flatly refused to comment on reports that he and his associates are preparing to abandon the Cambridge license in favor of one which might be given to the Boston

bor Kennel Club. "I am treasurer of the Old Harbor Realty Company," said Mr. Bottomly, "and as such I would refuse no good lease in these hard times. I believe that dog racing, properly conducted, is a clean sport. When Mr. Davis, who gave a field house to Dartmouth, approached me with reference to the lease of the land for the dog track, I felt sure that the enterprise would be conducted on a high plane. I believe that most of the agitation carried on against dog racing in the South Boston district, where the people voted for the tracks seven to one, is paid propaganda. Further, may I note that the racing commission, in my opinion, acted wisely when they granted the license in the district which gave the largest margin in the State in the year of racing."

In a letter read to the Cambridge City Council at its meeting last night, ministers of the Central square section approved the action of the Council in condemning the licensing of a dog track in the city and urged the body to take every possible means to prevent the erection of one. Mrs. Elizabeth Tilton, prohibition worker, representing the Women's Public Safety Committee of Cambridge, also wrote to the Council urging the banning of dog racing.

Propose Petition

Members of the South Boston Women's Civic Club are preparing a petition to the courts for an injunction to block the construction and operation of the proposed dog racing track at the corner of Old Colony avenue and Ralston street, South Boston. Dr. Belle Scott Carmody, president of the organization, said: "A committee of women lawyers in our club is working on the petition and expects to have it ready to present to the court."

In Methuen opponents of dog racing found a champion in the Rev. John Ward Moore, pastor of the First Baptist Church.

When the Rev. Mr. Moore discovered that no person had attended the meeting of the Board of Selectmen last evening to request that board to make formal protest, despite the fact that he himself has been confined with illness, he urged the residents of the town to "wake up and protest before we find a dog racing track in our midst."

An appeal to Governor Curley to direct the State Racing Board to revoke the license issued to the Bay State Kennel Club in Cambridge was made by State Senator Charles T. Cavanagh, Democrat, in a letter to the Governor last night. The letter read in part:

HUB BOUND SHIP IS SINKING. SENDS SOS

Winds of hurricane force were whipping the ocean into mountainous seas. The Blairgowrie had been last heard from at 7:08 o'clock (Boston time) when she sent out a frantic wireless appeal for other vessels to give quick assistance.

The Blairgowrie, owned by the Clydesdale Navigation Company, G. Nisbet & Co., managers, of Glasgow, was bound to Boston from Swansea, Wales, with a cargo of 4700 tons of "coal duff"—coal dust, for making briquettes—and was due to dock at a Charlestown pier. Her position, about two-thirds across the Atlantic, was eastward of the Grand Banks of Newfoundland, 1000 miles off the coast of France, and in an area that has been swept by gales as severe as any preceding during the winter.

When the Europa reported at 10:22 last night that she had been unable to sight the freighter, apprehension was felt for the safety of the craft. It was stressed that for more than three hours her radio had been silent. Chances of her captain and crew escaping in lifeboats were believed to have been small, in view of the weather reports of mountainous waves and hurricane gales.

American Banker at Scene

Shortly after 11 o'clock the steamer American Banker reported that she was also at the position given by the Blairgowrie and that she had been unable to sight the steamer. The American Banker is commanded by Captain Harold Winslow, 38, of Canton formerly of Quincy, making his second round trip on the vessel which was formerly captained by a sea hero, Giles W. Green, also of Quincy.

In addition to the Europa and the American Banker, another craft, the steamer Blommerstyk, was rushing to the position of the Blairgowrie last

At 7:08 o'clock the Blairgowrie wireless to the Radiomarine Corporation that her steering gear was damaged holds 1 and 2 were stove in, and the pumps were unable to handle the water.

The Blairgowrie left the Welsh port Feb. 16, bound for Boston, and the fact that she had not yet reached the mid-Atlantic, although 10 days out, would indicate that she had met heavy weather and probably became disabled while battling the storms of the last few days.

Local agents for the Blairgowrie are A. C. Lombard's Sons, who were given advices from the marine department of the Boston Chamber of Commerce during the mid-afternoon.

388-Foot Vessel

Edward F. Connor of this company said last night he had received no advance information regarding the Blairgowrie or her crew. Lloyd's Registry gives the Blairgowrie as a 388-foot vessel of 3250 tons gross. She has been in the traffic trade and has made one or more other voyages to Boston with

Har-
last night radioed the ship's agents in
as follows:

New York as follows:
"In heavy westerly gale, latitude
48:10 north, longitude 28:22 west, pro-
ceeding to assistance of distressed
plane, 60 miles away."

Radio advices regarding the Blairgowrie were picked up at the Chatham station of the Radio-Marine Corporation and sent by land lines to New York, where they were given out by the company.

Local interest in the sea fight to save the Blairgowrie and her crew centred last night in the youthful Captain Winslow, resident of Canton and commanding officer of the American Banker. Captain Winslow, who is 33 years of age, formerly lived in Quincy and is a friend of Captain Stedman, whom he succeeded on the bridge of the American Banker. He is well known in Boston, Quincy and Canton. He formerly was chief officer of the Leviathan.

SEA GIVES LESSONS
A captain on a fishing trawler sat in his cabin some 100 miles off the New England coast last night and gave a brief talk to the members of the Boston Druggists' Association on the work and life at sea. The druggists, gathered in their monthly meeting at the Parker House, heard the talk as part of a demonstration by the New England Telephone and Telegraph Company of the telephone service.

William J. McLaughlin, special agent of the telephone company, gave a brief talk on the development of the marine service which enables fishermen to keep in touch with each other and with the shore on the fishing banks.

By means of a portable two-way system which he installed in the room, McLaughlin made telephonic connections with several trawlers and a coast guard boat.

Although someone called at the Federal building yesterday for an application for the civil service examination for postmaster of Boston in the name of former State Auditor Francis Hurley of Cambridge, Mr. Hurley stated last night that he has not the slightest thought of being an applicant for the place.

"I don't know who asked for the application in my name," he said, "but I certainly have no intention of taking the examination for postmaster."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

NEW RACING BOARD AIDE



er Boston College athlete, shown at his des-
duties as assistant secretary of the state racing
ee Bresnahan, who was opposed by Governor.

Cole Expected to Quit Race Commission Today

A climax to the dog racing controversy was expected Friday with the resignation of Gen. Charles H. Cole as chairman of the state racing commission, and at the same time it was believed he would issue a seathing statement on the whole situation that might stir the entire state.

These developments became apparent late today while James T. Purcell, long a friend and political adherent of the Governor, was on his way to Florida where the Governor is vacationing. It was reliably reported that rumors Purcell would be named chairman might be verified within a few days.

Cambridge today renewed its opposition to allowing grayhounds to chase a

mechanical rabbit, following a demand by State Senator Charles T. Cavanagh of that city that the Governor take action to revoke the license issued for a track in his city.

Cavanagh cited the tremendous opposition from the citizens and said "dog racing will be a constant source of trouble and danger to the health, happiness and safety of our people," in a letter to the Governor.

Meanwhile, Cornelius H. Cronin, Cambridge Latin and Boston College athlete, had been appointed as assistant secretary to the commission to fill the vacancy caused by the ousting of Lawrence F. Bresnahan, who was the object of the Governor's hostility. Cro-

(Continued on Page Thirteen)

arrested and betting slips seized in offices on the seventh and ninth floors of the Journal building on Washington street, and three arrests were made on Norman street, West end, where police also seized betting sheets.

In South Boston, also a focal point in the widespread opposition to dog racing, petitions were in circulation calling on City Councilmen John E. Kerrigan and George Donovan to seek an injunction against the Old Harbor Kennel Club, which holds the license for the track.

Revocation of Race License Demanded in Cambridge

Cambridge today renewed its opposition to allowing greyhounds to chase a mechanical rabbit, following a demand by State Senator Charles T. Cavanagh of that city that the Governor take action to revoke the license issued for a track in his city.

Cavanagh cited the tremendous opposition from the citizens and said dog racing will be a constant source of trouble and danger to the health, happiness and safety of our people," in a letter to the Governor.

Meanwhile, Cornelius H. Cronin, Cambridge Latin and Boston College athlete, had been appointed as assistant secretary to the commission to fill the vacancy caused by the ousting of Lawrence F. Bresnahan, who was the

object of the Governor's hostility. Cronin is a former Cambridge city councilman.

It became likely that a greyhound racing license would be issued to the Boston garden under the pari-mutuel system of betting. Garden representatives and the racing commission were in a long conference on the matter, and with no opposition yet developing to dog racing in Boston proper, the license was expected to be granted.

In Boston, police had caused a sudden flurry with nine arrests in raids aimed to check bookmaking. Six men were arrested and betting slips seized in offices on the seventh and ninth floors of the Journal building on Washington street, and three arrests were made on Norman street, West end, where police also seized betting sheets.

In South Boston, also a focal point in the widespread opposition to dog racing, petitions were in circulation calling on City Councilmen John E. Kerrigan and George Donovan to seek an injunction against the Old Harbor Kennel Club, which holds the license for the track.

POST
Boston, Mass.
FEB 27 1935

Give the public the facts!

Politicians Linked to Dog Track Grants

An appeal to Governor Curley to d
rect the State Racing Board to revoke
the license issued to the Bay Sta
Kennel Club in Cambridge was made
by State Senator Charles T. Cavanag
Democrat, in a letter to the Govern
last night. The letter read in part:

Although someone called at the Federal building yesterday for an application for the civil service examination for postmaster of Boston in the name of former State Auditor Francis Hurley of Cambridge, Mr. Hurley said last night that he has not the slightest thought of being an applicant for the place.

"I don't know who asked for the application in my name," he said, "but I certainly have no intention of taking the examination for postmaster."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

NEW RACING BOARD AIDE



Cornelius H. Cronin, former Boston College athlete, shown at his desk today as he assumed his new duties as assistant secretary of the state racing commission, succeeding Lawrence Bresnahan, who was opposed by Governor.

TRAVELER
Boston, Mass.

FEB 27 1935

Revocation of Race License Demanded in Cambridge

Cambridge today renewed its opposition to allowing greyhounds to chase a mechanical rabbit, following a demand by State Senator Charles T. Cavanagh of that city that the Governor take action to revoke the license issued for a track in his city.

Cavanagh cited the tremendous opposition from the citizens and said dog racing will be a constant source of trouble and danger to the health, happiness and safety of our people," in a letter to the Governor.

Meanwhile, Cornelius H. Cronin, Cambridge Latin and Boston College athlete, had been appointed as assistant secretary to the commission to fill the vacancy caused by the ousting of Lawrence F. Bresnahan, who was the

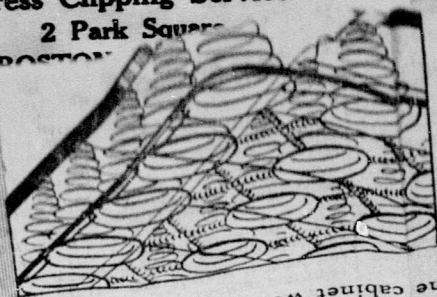
object of the Governor's hostility. Cronin is a former Cambridge city councilman.

It became likely that a greyhound racing license would be issued to the Boston garden under the pari-mutuel system of betting. Garden representatives and the racing commission were in a long conference on the matter, and with no opposition yet developing to dog racing in Boston proper, the license was expected to be granted.

In Boston, police had caused a sudden flurry with nine arrests in raids aimed to check bookmaking. Six men were arrested and betting slips seized in offices on the seventh and ninth floors of the Journal building on Washington street, and three arrests were made on Norman street, West end, where police also seized betting sheets.

In South Boston, also a focal point in the widespread opposition to dog racing, petitions were in circulation calling on City Councilmen John E. Kerrigan and George Donovan to seek an injunction against the Old Harbor Kennel Club, which holds the license for the track.

Press Clipping Service
2 Park Square
BOSTON



3 pieces... extra workmanship... note the attractive design; see the tremendously effective matched butt walnut veneers on fine cabinet woods.

Cole Expected to Brand Track Situation in Resigning Post

(Continued from First Page)

nin is a former Cambridge city councilman.

It became likely that a greyhound racing license would be issued to the Boston garden under the pari-mutuel system of betting. Garden representatives and the racing commission were in a long conference on the matter, and with no opposition yet developing to dog racing in Boston proper, the license was expected to be granted.

In Boston, police had caused a sudden flurry with nine arrests in raids aimed to check bookmaking. Six men were arrested and betting slips seized in offices on the seventh and ninth floors of the Journal building on Washington street, and three arrests were made on Norman street, West end, where police also seized betting sheets.

In South Boston, also a focal point in the widespread opposition to dog racing, petitions were in circulation calling on City Councilmen John E. Kerrigan and George Donovan to seek an injunction against the Old Harbor Kennel Club, which holds the license for the track.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

Millens and Faber Gripped by Fear; at Point of Cracking; Sulk in Cells

Legislators Are Ready to Speed Their Transfer to State Prison

Legislative leaders were working this afternoon to rush through the bill to transfer the Millen brothers and Abraham Faber to state prison in time to have it signed late today by Lt.-Gov. Hurley as acting Governor. This would make the transfer possible tonight or tomorrow.

By FRED W. MURKLAND

Fear of the death they once spread so ruthlessly clutched Murton and Irving Millen and Abraham Faber today, and they showed first signs of cracking as their execution, during the week of April 28, came a day nearer.

OFFICIALS ON GUARD

They slept fitfully during the night, picked at their breakfast food this morning and then turned back to their narrow jail cots, to lie, faces against the wall, silent, brooding and, for the first time since their arrest, uncomplainingly.

Jail officials watched closely the three condemned machine gun killers of two Needham policemen. The sudden change in the attitudes of the three murderers, while not altogether unexpected, came so swiftly as to cause some surprise.

Until today the men, particularly
(Continued on Page Eight)

effort to change the age old statute which keeps condemned murderers in county jails until 10 days before their execution, when they are shifted to the death house at Charlestown.

The bill providing for the confinement of convicted murderers in state prison, immediately after conviction, has been read in both branches of the Legislature. Numerous complicated amendments held it up when it might have been enacted on Monday and since then it has been in the hands of counsel for the House and Senate.

The move to rush it through to final readings and enactment in the Legislature was to be made when the two branches met today. Lt.-Gov. Hurley was to sign it. Gov. Curley is out of the state.

Immediately after passage of the measure and the signing of it, Sheriff Samuel H. Capen of Norfolk county will take steps to shift the Millens and Faber, under heavy guard, to Charlestown. Sheriff Capen was one of the sponsors of the bill which was conceived when the Millens became unruly in jail and escapes were attempted. The presence of the Needham machine-gun killers in the Dedham jail has necessitated the hiring of six special guards and services of state police.

Counsel for the three men today were preparing further appeals to the Massachusetts and the United States supreme courts. Atty. George Stanley Harvey, state appointed counsel for the Millens, will take an appeal to the highest state court on the denial by Judge Nelson P. Brown of his motion for new trial. Atty. William R. Scharton, whose plea for a petition for review of the recent supreme court opinion against Faber, also will take his case to the high judges. Both Atty. Harvey and Atty. Scharton plan to take into the United States supreme court their fight for the lives of the trio.

The moments preceding the sentencing to death of the three men in Dedham court, yesterday, were among the most startling in courtroom history. The men, whose defence was insanity and who "didn't know right from wrong," stood in the dock and shouted that they had been "cheated" and "treated unfairly" and "double-crossed." But not one showed any remorse for his cold-blooded crimes. No one of them pretended he was innocent. They threw aside the cloaks of sham and denounced the court and jury which found them guilty of the crimes they admitted.

SUSPICIOUS AUTO SEEN

Sullen and silent, the three men await their end—59 days away.

The constant vigilance of jail guards was even greater today, and watchful eyes were on the streets surrounding the jail. The appearance early today of a large automobile containing four or five men, who peered at the jail as the machine circled the building several times, created a stir in the place. Guards called Dedham police, but the large automobile had disappeared when a squad car reached the scene.

The Millens and Faber may have a chance for longer life. Counsel for the men have 20 days in which to file appeals in the United States supreme court. But the cases must wait their turn and unless reached within the next 59 days, the span of life now remaining under the law for the three, perhaps 90 days will elapse before arguments are heard.

TRAVELER
Boston, Mass.

FEB 27 1935

CURLEY, GRANT HIT BY SOLONS

Saltonstall Hailed as Next Governor at Legislative Dinner to Dever

Speaker Leverett Saltonstall of the House was hailed as the next Governor, while "Gov. Grant and Secretary Curley" were denounced for an alleged "plot to destroy the reputation and character of Representative Michael J. Ward of Roxbury" at a banquet given by 200 members of the Legislature to Atty.-Gen. Paul A. Dever at the Copley-Plaza.

The attack upon Curley was made by Representative Edward P. Racigalupo, Democrat, of the West end. He declared Ward "takes it on the chin because he's no stool pigeon," and added that every member of the Legislature has confidence in Ward in the face of "this unfair and undeserved attack." He said Ward has repeatedly demonstrated his courage, and responsibility for the attack was placed directly on Curley, "even though it was made by his mouthpiece, Grant."

Saltonstall was hailed as "the next Governor of Massachusetts" after he had been introduced. A revolt of some of the Curley "old guard," who have been with him in many campaigns was started at the dinner.

Saltonstall was praised by Representative Racigalupo, as well as by Representative Daniel J. Horan of Wintthrop, prominent Democrat, who lauded his impartial treatment of members of the House regardless of party affiliation and termed him one of the finest men in the commonwealth.

Representative Ernest J. Dean of Chilmark, Republican, predicted that "Gov. Grant" would be driven off the hill if the rules committee would report a bill to provide a radio broadcasting station at the State House.

Atty.-Gen. Dever and his assistants, John S. Derham, Arthur V. Sullivan and John Patrick Connolly, were presented with pen pencil sets.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

Rep. Lasell Labels Grant as Governor

It was "Governor Grant" today before the legislative committee on public welfare when Representative John W. Lasell of Northbridge asked Arthur T. Lyman, commissioner of correction:

"Do you represent the Governor?"

Lyman: "No."

Lasell: "Well, do you know whether Gov. Richard D. Grant is going to be up here this morning?"

Lyman: "No."

Throughout the hearing Representative Lasell, who was presiding in the absence of Senator Joseph A. Langone, kept referring to Grant, who is Gov. Curley's secretary, as "Governor Grant."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

CROSSCUP-PISHON TO HEAR GRANT

Richard D. Grant, secretary to Gov. Curley, will be guest speaker at a luncheon meeting of the Crosscup Pishon post, American Legion, to be held tomorrow noon in the lobby sale of the Hotel Bradford. Mr. Grant's subject will be "Doings on Beacon Hill."

TRAVELER

Boston, Mass.

FEB 27 1935

Editorial

Stop Dog Racing Now!



Dog racing will be killed eventually in this state. The only question before the public is whether to kill it now or wait until the commonwealth has wallowed in a state-wide sink of cruelty, iniquity and bankruptcy.

If the people of this supposedly enlightened commonwealth wish to wade through a morass of moral slime, in company with the riff-raff of one of the cheapest gambling rackets ever devised by heartless penny-grabbers, the people must take the consequences.

Are we an intelligent people or are we willing to step wide-eyed to our own moral degradation? Yes, the people voted for dog racing, but they did not know what it was. They were being what they considered broad-minded. They were on the rebound from the tyrannical sway of the dry law and in their anger they unleashed upon themselves a predatory human pack whose fingers itch to filch the pockets of men and women who should be spending the money for food, clothing, shelter and fuel for themselves and their children.

The Boston Traveler challenges anybody to name one good that comes of dog racing of the sort about to be smeared upon the commonwealth. Money? Yes, some revenue for the state. But let us try to balance that revenue with the money that will go into the pockets of outsiders who wax fat and prosperous on the pennies of the poor.

When the bettor at the dog race finds himself skinned, he is liable to go home and find his job gone because other bettors, unable to pay their household expenses, have bankrupted legitimate businesses which therefore have to let workers go workless.

From every aspect, the dog racing picture is vile. Cruelty

(Continued on Page Thirteen)

Gentlemen of the Legislature, on almost every matter of grave public importance you have done the right thing, have taken the intelligent action. To you we appeal, to your good sense, to your pride in Massachusetts, to your earnest wish to be of real service to your fellow citizens.

Kill the dog-racing law.

And you, our fellow citizens who are not in the Legislature, should write now to your state senators and representatives to kill the law. Your senators' and representatives' names are published on this page. Write now, and back them up in their good work.

RECORD

Boston, Mass.

FEB 27 1935

Letters From Our Readers

WANTED: A DONKEY

Dusky was a donkey that just recently passed away. She belonged to the boys and girls in the Hospital Cottages at Baldwinville, Mass. It was her responsibility to do what she could to bring joy into the lives of these little folks. And no human performed his duty more faithfully.

The children at the hospital are all handicapped physically in some way; that is why they are there. Some cannot manage their hands as you or I do; yet did they have trouble guiding Dusky? Of course not. Some are lame. Do you suppose that ever, through fault of hers, they fell off Dusky? No equine thoroughbred ever walked more carefully. They rode on her back two and three at a time. They crowded, six or eight at a time, into the cart behind her and rode over the farm. And while the children played, Dusky stood by, nibbling some grass, every once in a while pricking up her ears when she thought they were about to have her "go places" with them.

So, if you have a donkey (or a pony) to spare, will you not give him to the boys and girls in the Hospital Cottages for Children at Baldwinville? Only the children and the donkey and you will know the joy that will accompany your gift.

POLICE HOPE

Governor Curley has given us Bostonians a new "Police Commissioner," a leader of men. One who has the qualities of leadership, fearlessness, and administrative ability. A type our law enforcing body no longer lacks.

If our new "Police Commissioner" can reorganize his department (a department so sorely in need of reorganization) by lifting its low morale; rebuild its shaken confidence, invigorate its lax discipline—and divorce the whole department from politics, he shall restore once again, to the so much disappointed public, a flourishing regime to the degree of efficiency and respect it always created and demanded; with sincere thanks and admiration from every citizen, who is watching with zeal, faith and expectation.

JOS. LEE FINAMORE.

UTILITIES

The robber utility companies are now getting it in the neck. In recent year, putting out hundreds of millions of dollars in securities which had no basis in anything other than their privilege of charging exorbitant rates to consumers, they got so greedy that they overplayed their hand. The result has been investigations which exposed their thievery within the law. This

Press Clipping
2 Park Square
BOSTON

TR
Bo

FEB

M

1935

MILLENS, FABER BROOD IN CELLS

Legislators Are Ready to
Speed up Transfer
to State Prison

(Continued from First Page)

the Millens, have never passed a day without complaining bitterly against their treatment. They snarled epithets against the food. They denounced bitterly officials who, since several attempts to break jail, have kept them confined to their cells, taking away jail privileges they once had. Today they ate little of their breakfast but sullenly held their tongues. They said nothing to their guards but flung themselves upon their cots and tried to sulk themselves to sleep.

TRANSFER LOOMS

And, as the day wore on, the legislators on Beacon Hill were ready to rush through a statute which would transfer the killers to that pile of cold gray stone at Charlestown, the state prison, where the chance of escape is negligible.

Repeated attempts to gain liberty and numerous plots to break jail by the Millens, resulted in the current effort to change the age old statute which keeps condemned murderers in county jails until 10 days before their execution, when they are shifted to the death house at Charlestown.

The bill providing for the confinement of convicted murderers in state prison, immediately after conviction, has been read in both branches of the Legislature. Numerous complicated amendments held it up when it might have been enacted on Monday and since then it has been in the hands of counsel for the House and Senate.

The move to rush it through to final readings and enactment in the Legislature was to be made when the two branches met today. Lt.-Gov. Hurley was to sign it. Gov. Curley is out of the state.

Immediately after passage of the measure and the signing of it, Sheriff Samuel H. Capen of Norfolk county will take steps to shift the Millens and Faber, under heavy guard, to Charlestown. Sheriff Capen was one of the sponsors of the bill which was conceived when the Millens became unruly in jail and escapes were attempted. The presence of the Needham machine-gun killers in the Dedham jail has necessitated the hiring of six special guards and services of state police.

Counsel for the three men today were preparing further appeals to the Massachusetts and the United States supreme courts. Atty. George Stanley Harvey, state appointed counsel for the Millens, will take an appeal to the highest state court on the denial by Judge Nelson P. Brown of his motion for new trial. Atty. William R. Scharton, whose plea for a petition for review of the recent supreme court opinion against Faber, also will take his case to the high judges. Both Atty. Harvey and Atty. Scharton plan to take into the United States supreme court their fight for the lives of the trio.

The moments preceding the sentencing to death of the three men in Dedham court, yesterday, were among the most startling in courtroom history. The men, whose defence was insanity and who "didn't know right from wrong," stood in the dock and shouted that they had been "cheated" and "treated unfairly" and "double-crossed." But not one showed any remorse for his cold-blooded crimes. No one of them pretended he was innocent. They threw aside the cloaks of sham and denounced the court and jury which found them guilty of the crimes they admitted.

SUSPICIOUS AUTO SEEN

Sullen and silent, the three men await their end—59 days away.

The constant vigilance of jail guards was even greater today, and watchful eyes were on the streets surrounding the jail. The appearance early today of a large automobile containing four or five men, who peered at the jail as the machine circled the building several times, created a stir in the place. Guards called Dedham police, but the large automobile had disappeared when a squad car reached the scene.

The Millens and Faber may have a chance for longer life. Counsel for the men have 26 days in which to file appeals in the United States supreme court. But the cases must wait their turn and unless reached within the next 59 days, the span of life now remaining under the law for the three, perhaps 90 days will elapse before arguments are heard.

by Fear; Sulk in Cells

TRAVELER
Boston, Mass.

FEB 27 1935

CURLEY, GRANT HIT BY SOLONS

Saltonstall Hailed as Next
Governor at Legislative
Dinner to Dever

Speaker Leverett Saltonstall of the House was hailed as the next Governor, while "Gov. Grant and Secretary Curley" were denounced for an alleged "plot to destroy the reputation and character of Representative Michael J. Ward of Roxbury" at a banquet given by 200 members of the Legislature to Atty.-Gen. Paul A. Dever at the Copley-Plaza.

The attack upon Curley was made by Representative Edward P. Bacigalupo, Democrat, of the West end. He declared Ward "takes it on the chin because he's no stool pigeon," and added that every member of the Legislature has confidence in Ward in the face of "this unfair and undeserved attack." He said Ward has repeatedly demonstrated his courage, and responsibility for the attack was placed directly on Curley, "even though it was made by his mouthpiece, Grant."

Saltonstall was hailed as "the next Governor of Massachusetts" after he had been introduced. A revolt of some of the Curley "old guard," who have been with him in many campaigns was started at the dinner.

Saltonstall was praised by Representative Racigalupo, as well as by Representative Daniel J. Horan of Winthrop, prominent Democrat, who lauded his impartial treatment of members of the House regardless of party affiliation and termed him one of the finest men in the commonwealth.

Representative Ernest J. Dean of Chilmark, Republican, predicted that "Gov. Grant" would be driven off the hill if the rules committee would report a bill to provide a radio broadcasting station at the State House.

Atty.-Gen. Dever and his assistants, John S. Derham, Arthur V. Sullivan and John Patrick Connolly, were presented with pen pencil sets.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

Rep. Lasell Labels Grant as Governor

It was "Governor Grant" today before the legislative committee on public welfare when Representative John W. Lasell of Northbridge asked Arthur T. Lyman, commissioner of correction:

"Do you represent the Governor?" Lyman: "No."

Lasell: "Well, do you know whether Gov. Richard D. Grant is going to be up here this morning?"

Lyman: "No."

Throughout the hearing Representative Lasell, who was presiding in the absence of Senator Joseph A. Langone, kept referring to Grant, who is Gov. Curley's secretary, as "Governor Grant."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

CROSSCUP-PISHON TO HEAR GRANT

Richard D. Grant, secretary to Gov. Curley, will be guest speaker at a luncheon meeting of the Crosscup Pishon post, American Legion, to be held tomorrow noon in the lobby saloon of the Hotel Bradford. Mr. Grant's subject will be "Doings on Beacon Hill."

People from far and near have come to Gilchrist's for this 2 piece set with hand carved moldings. Yours for \$139

Usually \$139

each

\$89

Choice of
Living Room
or Bed Room

for these values!

Days

(Continued from First Page)

to animals is an acknowledged bit of routine. Dogs are trained by chasing a live rabbit hooked to an automatic pacemaker. Dogs have starved in order to chase a fake rabbit in actual racing. Dogs have been doped. Dogs' toes have been tied to throw a race. The public has been cheated even when winning bets.

Among the dog race promoters there may be men of high character, but the results of the game have been deplorable. Even if here and there an honest man does get into the business, his honesty will be of little avail in the widespread degradation and ruin that will follow in the wake of the racing dogs.

Deliberately the racket is timed to catch the pennies of the workers. Not far out of town, but in town are these nickel-snatching shows. Not in the afternoon when, in general, only the more prosperous can get to the show are the dog races run, but in the evening, when the crowds can be lured by the false bait of easy money.

In addition comes the nuisance of the erection of such a track in any neighborhood. To that neighborhood will be attracted the dregs of the community. The night will be made hideous by the yells of the mob and the cries of dogs purposely kept famished.

What a picture for 1935 in intelligent Massachusetts!

The racing commission, in charge of issuing licenses, has given public notice of applications for licenses. Quite evidently these notices have escaped the attention of many persons who later found themselves neighbors to a licensed dog track.

Whatever the rigmarole and mumbo-jumbo of technical procedure, these objectors have a right to be heard, even though licenses have been issued. The commission has enough power to correct evils that threaten any community. The rights of the majority of the people come before the privileges being granted to the avaricious few.

But a further step is imperative, and that step can be taken by the House and Senate and Gov. Curley.

Gentlemen of the Legislature, on almost every matter of grave public importance you have done the right thing, have taken the intelligent action. To you we appeal, to your good sense, to your pride in Massachusetts, to your earnest wish to be of real service to your fellow citizens.

Kill the dog-racing law.

And you, our fellow citizens who are not in the Legislature, should write now to your state senators and representatives to kill the law. Your senators' and representatives' names are published on this page. Write now, and back them up in their good work.

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD
Boston, Mass.

FEB 27 1935

Letters From Our Readers

WANTED: A DONKEY

Dusky was a donkey that just recently passed away. She belonged to the boys and girls in the Hospital Cottages at Baldwinville, Mass. It was her responsibility to do what she could to bring joy into the lives of these little folks. And no human performed his duty more faithfully.

The children at the hospital are all handicapped physically in some way; that is why they are there. Some cannot manage their hands as you or I do; yet did they have trouble guiding Dusky? Of course not. Some are lame. Do you suppose that ever, through fault of hers, they fell off Dusky? No equine thoroughbred ever walked more carefully. They rode on her back two and three at a time. They crowded, six or eight at a time, into the cart behind her and rode over the farm. And while the children played, Dusky stood by, nibbling some grass, every once in a while pricking up her ears when she thought they were about to have her "go places" with them.

So, if you have a donkey (or a pony) to spare, will you not give him to the boys and girls in the Hospital Cottages for Children at Baldwinville? Only the children and the donkey and you will know the joy that will accompany your gift.

POLICE HOPE

Governor Curley has given us Bostonians a new "Police Commissioner," a leader of men. One who has the qualities of leadership, fearlessness, and administrative ability. A type our law enforcing body no longer lacks.

If our new "Police Commissioner" can reorganize his department (a department so sorely in need of reorganization) by lifting its low morale; rebuild its shaken confidence, invigorate its lax discipline—and divorce the whole department from politics, he shall restore once again, to the so much disappointed public, a flourishing regime to the degree of efficiency and respect it always created and demanded; with sincere thanks and admiration from every citizen, who is watching with zeal, faith and expectation.

JOS. LEE FINAMORE.

UTILITIES

The robber utility companies are now getting it in the neck. In recent year, putting out hundreds of millions of dollars in securities which had no basis in anything other than their privilege of charging exorbitant rates to consumers, they got so greedy that they overplayed their hand. The result has been investigations which exposed their thievery within the law. This

Press Clipping Service
2 Park Square
BOSTON MASS.

TRAVELER
Boston, Mass.

FEB 27 1935

Police Bills Dangerous



With praiseworthy intent but with too great haste the Legislature has acted favorably on bills to place the superintendent of police of Boston and his deputies under civil service.

The intent was to keep the present holders in their position and the legislation comes as a result of public indignation over an attempt to remove Supt. Martin H. King.

This intent we approve heartily under present conditions, but in the bill, which can be vetoed, we see extraordinary danger in the future, a danger that comes home to every resident of Boston or person who does business here.

The police force touches closely the lives of all the people. A corrupt force can be the worst kind of menace to a people. It is vital that the department activity be handled competently.

At the head of the department is a commissioner, a civilian. He has the authority to assign a captain as superintendent and the authority to send that man back to his division if he so chooses. The same is true of deputy superintendents.

Suppose in some future day a commissioner should make a mistake, and find that he had placed either a fool or a crook in one of these positions. If that day ever comes, Boston is in for trouble. The superintendent or deputy could defy the commissioner and only the most elaborate process could remove the evil.

We do not expect that Commissioner McSweeney will make any such mistake. He faces his task too realistically to be seriously deceived. But in that job of his almost anybody can be trimmed and ruined. It would be unfair to him to saddle him with this rigid legislation.

Further, it is unnecessary legislation. When Supt. King's job was threatened, an aroused people and an aroused press thwarted the move. An aroused people would have little power if these jobs were to be placed out of the commissioner's control.

The bills should be vetoed.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

BROOKS Enters Dog FIGHT

SEEKS PUBLIC HEARINGS

Councilor Frank A. Brooks of Watertown was expected to plunge the governor's council into the dog racing controversy today.

He said that he believed the council had the right to demand public hearings from the racing commissioners where protests had been made.

So far he is the only councilor on record as to his sentiments in the matter.

With Governor Curley out of the state for the week, it was possible that action in the council might be deferred.

Target of Appeals

In any case the governor is rapidly finding himself the target of appeals to overrule the action of the racing commission in granting dog track permits in Cambridge, South Boston, Methuen and Dighton.

Mayor Mansfield has taken the lead in the Boston fight and announced that he will use every legal means to block the erection of a track in South Boston.

Surprisingly, although a large crowd turned out to a meeting of the Cambridge city council last night, no further action was taken in the matter of the Cambridge protest.

State Senator Charles T. Cavanaugh of Cambridge, however, had a letter on the governor's desk asking a public hearing.

Meanwhile Cornelius J. "Tubber" Cronin had been chosen to replace Lawrence J. Bresnahan as secretary to the race commission.

Cole to Wait

General Charles H. Cole, who voted against Cronin, indicated that he will withhold his resignation until the governor's return from Florida and Washington.

From West Palm Beach, where the governor is staying, came word that he knew nothing of the site of the fifth dog track proposed here.

It was said that there was a "deal" on to trade the Cambridge track racing dates to the Boston Garden, if and when the Garden got a permit.

Denial of any such pact was made by George Funk, a director of the Boston Garden. Funk is also a member of the Bay State Kennel Club which proposed to build a track in Cambridge.

AMERICAN
Boston, Mass.

FEB 27 1935

Police Try 2-Way Radio

*McSweeney at "Mike"
in Prowl Car Test*

The first Boston police car equipped with two-way radio rolled through the streets today.

At the instruments was Police Commissioner Eugene M. McSweeney.

His first call went to the press room at police headquarters.

"We're driving down Massachusetts avenue, in the South End," he said.

His voice was as clear as though it were coming in over a telephone.

Then he called his home, and then the State House.

There he spoke to Richard Grant, secretary to the Governor, and to Lieutenant-Governor Joseph L. Hurley.

"This is still experimental," he told Hurley.

"The police department should be congratulated on this achievement," declared Hurley.

To the Boston Evening American the police commissioner gave credit for its long fight for adequate police radio facilities.

91

tative Owen Gallagher.

Bad News for Crooks, Via Two-Way Radio



COMMISSIONER MCSWEENEY SUPERINTENDENT KING

"Police Commissioner McSweeney speaking! We're driving down Massachusetts avenue!" The voice is clear to listeners in at the state house, in police headquarters press room, and at scores of police receiving sets. "The police department should be congratulated," replies Lieutenant Governor Joseph L. Hurley, with equal clearness. Just a successful test of the city's first two-way radio "prowl" car! With Commissioner McSweeney is Police Superintendent Martin H. King.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

MOVE ASSURES CITY OF CONFRERES OPPOSITION

Cambridge protestants of the dog racing track dug themselves in today to await the offensive of the promoters in the form of a building permit move.

Following closely on the heels of Senator Cavanaugh's letter of protest to Governor Curley, Representative Thomas P. Dillon of Cambridge issued a ringing denunciation of the track saying:

"I am 100 per cent against the track and I know that the other Cambridge representatives are with me on the matter.

"The backers of the track are not Cambridge residents. Let them construct it in Brookline, Newton or the Back Bay. We don't want it in Cambridge.

"I think the promoters realize that they are licked. But we will continue the battle until they are.

"I am going to give my backing to a bill already filed calling for the revocation of legal dog racing in Middlesex County."

CAVANAUGH PROTESTS

The letter of Senator Charles T. Cavanaugh of Cambridge to Governor Curley read:

"I wish to register my strenuous objection to the granting of a license for dog racing in the city of Cambridge, and to request that every possible step be taken to compel the Racing Commission to reconsider its action, in order that the people of my district may be given an opportunity to be heard.

"I believe the license should be revoked, because the location is not a proper one for dog racing, it would meet with an avalanche of opposition and hostility from the citizens of Cambridge, and would be a constant source of trouble and danger to the health, happiness and safety of our people.

"I concur in the strenuous objections so well voiced by Rev. Dr. Francis V. Murphy, pastor of St Peter's Church in Cambridge, to the granting of this license without at least having given the people and officials of the city an opportunity to express themselves as to the proposed location.

"As Fr. Murphy says, there has been a spontaneous rebellion of the people of the city over this matter.

OTHER SITES AVAILABLE

"It seems to me that there are many locations in the Commonwealth where dog tracks might be established, if they must be established, without placing them right in the back yards of our citizens, and especially in communities where the people are so strongly opposed to them, as they are in Cambridge. This is certainly not a proper place for race tracks.

"I sincerely hope therefore, that Your Excellency will use your efforts in having the Racing Commission reconsider its action, and revoke the license for dog racing in Cambridge."

A letter of protest was received by the City Council from Mrs. Elizabeth Tilton, as a member of the women's public safety committee of Cambridge. The letter was also signed by Mabelle M. Groves.

Meanwhile, Cornelious J. "Tubber" Cronin, member of the Cambridge library board of trustees, was preparing today for his new position as assistant secretary to the racing commission.

No action was taken relative to the proposed track at last night's meeting of the council.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

CURLEY Prison Plan PRAISED

LYMAN, ELIOT BACK BILLS

Governor Curley's inaugural message recommendations for prison reform were endorsed, today, by State Commissioner of Correction Arthur T. Lyman and other leading citizens.

Three bills on the governor's prison plans were heard. They provide for:

Adequate facilities to house and maintain juvenile and first offenders separately from hardened criminals.

Charlestown State Prison to be abandoned, the buildings razed and the site utilized as a receiving station for hardened criminals.

Suitable prison quarters at Norfolk for persons convicted of felonies.

Commissioner Lyman expressed himself in thorough accord with the Governor's recommendations which he said made for "an ideal program." Lyman added:

"The first recommendation is the most important and pressing and should be met first."

He outlined a program for a \$740,000 receiving building to house 300 inmates; a \$1,000,000 rehabilitation building for young and first offenders to house 500; an \$800,000 minimum security building to house 400, and a \$1,500,000 criminal insane building to house 500.

Either 25 acres of the 329 at Concord or 25 of the 1000 at Norfolk could be used for the young and first offender building.

The Rev. Dr. Samuel A. Eliot, minister of Arlington Street Church; Stephen C. Cabot, representing the Massachusetts Civic League and Judge Baker Guidance Committee, and James H. Sheldon, representing the League of Independent Political Action, also spoke in favor of the governor's program.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

WARD 17 Club to Hold CHARITY BALL

A charity ball to aid needy residents of the Dorchester district will be conducted by the Ward 17 Democratic Club in Dorchester Manor tomorrow evening.

Last year club members raised sufficient funds to provide 1000 Christmas dinner baskets and to furnish shoes, stockings and underclothing for several hundred children.

Lieutenant-Governor Joseph L. Hurley, Mayor Mansfield, Police Commissioner Eugene M. McSweeney, Richard D. Grant, secretary to Governor Curley, State Treasurer Charles F. Hurley and Attorney-General Paul A. Dever will attend.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

POLICE BILL Recalled to Senate

To prevent them from becoming law automatically, bills to establish Boston's police superintendent and deputies under civil service were recalled from Governor Curley's office by the Senate today.

They were awaiting signature of the governor and failure to sign or veto them by Saturday would make them law.

Because the recall move originated with Richard D. Grant, secretary to the governor, a veto upon the governor's return from Washington was forecast.

President James G. Moran, with Senators Carroll and Langone, protested the recall.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Malden, Mass.

FEB 27 1935

Moon Will Rise 3:14 am
Light All Vehicles Tonight at 6:01

Merrimac Valley Plan

GOVERNOR Curley's hosannahs over the \$40,000,000 appropriation for the development of the Merrimac Valley was a trifle premature. The public got the impression from his announcement that everything was settled and that the money to keep 8000 men at work a year or two was about ready to be paid over. As a matter of fact the whole project is dependent on the passage of the \$4,880,000,000 public works bill, which will probably pass in some form or other, but which is at present very far from passing, since it is the subject of a rather acrimonious disagreement between the Senate and the President over some of its most essential provisions. Nor has the Merrimac project itself been approved by anybody but the Governor. They seem to know little or nothing about it in Washington, where it has not yet been presented in proper form—as indeed it could hardly be, until the bill is passed and an authority set up to deal with such proposals. Even the governor's description of it is vague; no power, he says, is to be developed by it; the only definite statement is that elaborate sewage disposal systems are to be constructed so as to restore whatever purity is possible to the river. The project is still in the air despite the Governor's enthusiasm. It must await clarification by him and approval by others before the 8000 men can go to work.

Press Clipping Service
2 Park Square
BOSTON MASS.

ITEM
Lynn, Mass.

FEB 27 1935

CURLEY'S SHOE COMMITTEE TO HOLD HEARINGS

Manufacturers to Be Heard This
Afternoon, and the Workers
on Thursday Forenoon.

THEN THE STATE SOLONS

Robart Goes to Washington to
Protest High Cost of Farm
Relief to Massachusetts.

BOSTON, Feb. 27, 1935.—(AP) Governor Curley's special committee to study conditions in the boot and shoe industry today opens a series of three hearings.

The manufacturers will have the floor at this afternoon's session. Workers will be heard tomorrow. Friday, the committee will hold a conference with members of the Legislature who represent shoe communities.

The committee, headed by Dean Gleason L. Archer of the Suffolk Law school, was created to study conditions in the industry and recommend ways to halt the exodus of Massachusetts factories to small rural communities.

Farm Relief Costs.

Massachusetts is paying more than its share toward farm recovery—that is the belief of Ralph W. Robart, State director of the division on necessities of life.

Robart leaves for Washington today to present his complaint to the administration and the Massachusetts congressional delegation.

In a letter to State Representatives Dorgan and Aspell, both of Boston, Robart said: "We of Massachusetts are paying heavily for agricultural adjustment. It is apparent that the purpose of the act has not materialized in this Commonwealth—the purpose being to provide a farmer purchasing power from which he could buy industrial produce in the city and thereby create employment in the city and a purchasing power capable of meeting advanced farm prices."

The food bill in Massachusetts has increased \$350,000,000 a year above February, 1933, Robart said.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Salem, Mass.
FEB 27 1935

Demands Curley Revoke License For Dog Racing

State Senator Cavanagh
of Cambridge Says His
City Does Not Want It;
Methuen Pastor Objects

Boston, Feb. 27.—Revocation of the license issued by the state racing commission for dog racing and pari-mutuel wagering in Cambridge, starting May 18, was demanded of Gov. Curley yesterday by State Senator Charles T. Cavanagh of that city.

"Dog racing in Cambridge would meet with an avalanche of opposition and hostility from the citizens of Cambridge, and would be a constant source of trouble and danger to the health, happiness and safety of our people," the senator wrote the governor.

The already formidable opposition to dog racing in all four communities where licenses have thus far been granted, continued to grow yesterday. Mayor Mansfield declared he would take every legitimate means at his disposal to prevent dog racing in South Boston and the New England section of the National Association of Amusement Parks voted to lend its forces to those fighting this type of recreation.

The state racing commission probably will grant within a short time a fifth dog racing license to the Boston Garden corporation. Officials of the corporation were in conference with the commission for several hours yesterday, explaining their plans for renovating the Garden to permit dog racing and pari-mutuel betting.

Late yesterday afternoon the commission appointed as assistant secretary Cornelius R. "Tubber" Cronin, Cambridge Latin and Boston College athlete and former Cambridge city councilman. He fills the vacancy caused by the ousting, at the insistence of Gov. Curley, of Lawrence Bresnahan last week.

Cronin officially will take up his new duties March 1, but he announced his intention last night of getting acquainted with the affairs of the commission at once. He will be at his desk today.

Gen. Charles H. Cole, chairman of the commission, who is expected to give Gov. Curley his resignation on the latter's return from Florida, opposed the appointment of Cronin.

Cronin will receive \$2700 annually, with step-rate increases available to a maximum of \$3300.

"Wake up and protest before we find a dog racing track in our back yards," advised the Rev. John Ward Moore, pastor of the First Baptist church of Methuen yesterday. The Essex County Greyhound association holds a permit to stage dog races in that town. On the referendum last fall, Methuen voted against allowing dog racing in Essex county.

The Cambridge city council met last night, but surprised a crowded chamber by taking no further action concerning the permit issued for dog racing in its city. A communication was received from the state racing

commission, stating that no hearing would be granted Cambridge residents as the permit was issued legally in the opinion of the commission. The latter was placed on file by the council without comment.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

MOVE

ASSURES CITY OF CONFRERES OPPOSITION

Cambridge protestants of the dog racing track dug themselves in today to await the offensive of the promoters in the form of a building permit move.

Following closely on the heels of Senator Cavanaugh's letter of protest to Governor Curley, Representative Thomas P. Dillon of Cambridge issued a ringing denunciation of the track saying:

"I am 100 per cent against the track and I know that the other Cambridge representatives are with me on the matter.

"The backers of the track are not Cambridge residents. Let them construct it in Brookline, Newton or the Back Bay. We don't want it in Cambridge.

"I think the promoters realize that they are licked. But we will continue the battle until they are.

"I am going to give my backing to a bill already filed calling for the revocation of legal dog racing in Middlesex County."

CAVANAUGH PROTESTS

The letter of Senator Charles T. Cavanaugh of Cambridge to Governor Curley read:

"I wish to register my strenuous objection to the granting of a license for dog racing in the city of Cambridge, and to request that every possible step be taken to compel the Racing Commission to reconsider its action, in order that the people of my district may be given an opportunity to be heard.

"I believe the license should be revoked, because the location is not a proper one for dog racing, it would meet with an avalanche of opposition and hostility from the citizens of Cambridge, and would be a constant source of trouble and dan-

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

CURLEY

Prison Plan PRAISED

LYMAN, ELIOT BACK BILLS

Governor Curley's inaugural message recommendations for prison reform were endorsed, today, by State Commissioner of Corrections Arthur



FEB 27 1935

SILVERMAN May Be U. S. Judge

Samuel Silverman, corporation counsel of the City of Boston during the Curley administration, may be appointed to the federal bench, it was indicated today.

Well-informed Beacon Hill circles today were discussing the report that Governor Curley had urged Silverman's appointment on President Roosevelt. The endorsement of Senator David I. Walsh, the State and City Democratic committees is being sought for him.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

WARD 17

Club to Hold CHARITY BALL

A charity ball to aid needy residents of the Dorchester district will be conducted by the Ward 17 Democratic Club in Dorchester Manor tomorrow evening.

Last year club members raised sufficient funds to provide 1000 Christmas dinner baskets and to furnish shoes, stockings and underclothing for several hundred children.

Lieutenant-Governor Joseph L. Hurley, Mayor Mansfield, Police Commissioner Eugene M. McSweeney, Richard D. Grant, secretary to Governor Curley, State Treasurer Charles F. Hurley and Attorney-General Paul A. Dever will attend.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 27 1935

POLICE BILL

Recalled to Senate

To prevent them from becoming law automatically, bills to establish Boston's police superintendent and deputies under civil service were recalled from Governor Curley's office by the Senate today.

They were awaiting signature of the governor and failure to sign or veto them by Saturday would make them law.

Because the recall move originated with Richard D. Grant, secretary to the governor, a veto upon the governor's return from Washington was forecast.

President James G. Moran, with Senators Carroll and Langone, protested the recall.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Malden, Mass.

FEB 27 1935

Moon Will Rise 3:14 am
Light All Vehicles Tonight at 6:01

Merrimac Valley Plan

GOVERNOR Curley's hosannahs over the \$40,000,000 appropriation for the development of the Merrimac Valley was a trifle premature. The public got the impression from his announcement that everything was settled and that the money to keep 8000 men at work a year or two was about ready to be paid over. As a matter of fact the whole project is dependent on the passage of the \$4,880,000,000 public works bill, which will probably pass in some form or other, but which is at present very far from passing, since it is the subject of a rather acrimonious disagreement between the Senate and the President over some of its most essential provisions. Nor has the Merrimac project itself been approved by anybody but the Governor. They seem to know little or nothing about it in Washington, where it has not yet been presented in proper form—as indeed it could hardly be, until the bill is passed and an authority set up to deal with such proposals. Even the governor's description of it is vague; no power, he says, is to be developed by it; the only definite statement is that elaborate sewage disposal systems are to be constructed so as to restore whatever purity is possible to the river. The project is still in the air despite the Governor's enthusiasm. It must await clarification by him and approval by others before the 8000 men can go to work.

Press Clipping Service
2 Park Square
BOSTON MASS.

ITEM
Lynn, Mass.

FEB 27 1935

CURLEY'S SHOE COMMITTEE TO HOLD HEARINGS

Manufacturers to Be Heard This
Afternoon, and the Workers
on Thursday Forenoon.

THEN THE STATE SOLONS

Robert Goes to Washington to
Protest High Cost of Farm
Relief to Massachusetts.

BOSTON, Feb. 27, 1935.—(AP) Governor Curley's special committee to study conditions in the boot and shoe industry today opens a series of three hearings.

The manufacturers will have the floor at this afternoon's session. Workers will be heard tomorrow. Friday, the committee will hold a conference with members of the Legislature who represent shoe communities.

The committee, headed by Dean Gleason L. Archer of the Suffolk Law school, was created to study conditions in the industry and recommend ways to halt the exodus of Massachusetts factories to small rural communities.

Farm Relief Costs.

Massachusetts is paying more than its share toward farm recovery—that is the belief of Ralph W. Robert, State director of the division on necessities of life.

Robert leaves for Washington today to present his complaint to the administration and the Massachusetts congressional delegation.

In a letter to State Representatives Dorgan and Aspell, both of Boston, Robert said: "We of Massachusetts are paying heavily for agricultural adjustment. It is apparent that the purpose of the act has not materialized in this Commonwealth—the purpose being to provide a farmer purchasing power from which he could buy industrial produce in the city and thereby create employment in the city and a purchasing power capable of meeting advanced farm prices."

The food bill in Massachusetts has increased \$350,000,000 a year above February, 1933, Robert said.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS

Salem, Mass.

FEB 27 1935

Demands Curley Revoke License For Dog Racing

State Senator Cavanagh
of Cambridge Says His
City Does Not Want It;
Methuen Pastor Objects

Boston, Feb. 27.—Revocation of the license issued by the state racing commission for dog racing and pari-mutuel wagering in Cambridge, starting May 18, was demanded of Gov. Curley yesterday by State Senator Charles T. Cavanagh of that city.

"Dog racing in Cambridge would meet with an avalanche of opposition and hostility from the citizens of Cambridge, and would be a constant source of trouble and danger to the health, happiness and safety of our people," the senator wrote the governor.

The already formidable opposition to dog racing in all four communities where licenses have thus far been granted, continued to grow yesterday. Mayor Mansfield declared he would take every legitimate means at his disposal to prevent dog racing in South Boston and the New England section of the National Association of Amusement Parks voted to lend its forces to those fighting this type of recreation.

The state racing commission probably will grant within a short time a fifth dog racing license to the Boston Garden corporation. Officials of the corporation were in conference with the commission for several hours yesterday, explaining their plans for renovating the Garden to permit dog racing and pari-mutuel betting.

Late yesterday afternoon the commission appointed as assistant secretary Cornelius H. "Tubber" Cronin, Cambridge Latin and Boston College athlete and former Cambridge city councilman. He fills the vacancy caused by the ousting, at the insistence of Gov. Curley, of Lawrence Bresnahan last week.

Cronin officially will take up his new duties March 1, but he announced his intention last night of getting acquainted with the affairs of the commission at once. He will be at his desk today.

Gen. Charles H. Cole, chairman of the commission, who is expected to give Gov. Curley his resignation on the latter's return from Florida, opposed the appointment of Cronin.

Cronin will receive \$2700 annually, with step-rate increases available to a maximum of \$3300.

"Wake up and protest before we find a dog racing track in our back yards," advised the Rev. John Ward Moore, pastor of the First Baptist church of Methuen yesterday. The Essex County Greyhound association holds a permit to stage dog races in that town. On the referendum last

FEB 27 1935

— Capitol Corridor Chatter —

Republicans Complain State Committee Boosts Favorites in Free State House Column Sent to Newspapers. . . Democrats Grumble Over Curley's Failure to Dispend Patronage

STATE HOUSE, Feb. 27.—Numerous Republican legislators are peeved at the publicity department of the newly reorganized Republican State Committee and its hereditary adjunct, the Republican club of Massachusetts.

The discontented group in the G. O. P. ranks claims that the state committee is boosting Senator Henry Parkman, Rep. Leverett Saltonstall, Robert Bushnell and one or two other favorites in weekly releases to certain Republican newspapers.

According to the group, this inspired publicity is entitled, "Under the State House Dome."

DEMOCRATS RUMBLE

This disapproval in the Republican fold is equalled by the mutterings of a certain group in the Democratic family on Beacon Hill.

The Democratic condemnation is not the result of publicity. Their complaints, although not completely acknowledged, derive their source from the little satisfaction their requests for jobs are receiving from Gov. Curley's office.

The old mayoral story of "wait until the budget is passed," does not receive the ready reception accorded this tale a few years ago. Today, if the jobs are not forthcoming, every refusal awaits an opportunity for vengeance.

On Beacon Hill little satisfaction can be had at the expense of the executive department.

ENVISION REVOLT

Those actually in close touch with the situation readily vision a revolt among the Democratic senate and house members.

The incipient seed was planted in the minds of a number of the political minded when Gov. Curley appointed such Republicans as Frank Goodwin and "Dick" Grant to important positions. This is not the chief reason for certain Boston Curley Democrats complaining.

The valid reason, according to the Boston politicians, is that Gov. Curley is rewarding the fair haired group in the Boston branch of the party ahead of others. One of the complaints originates around Maurice Tobin, chairman of the Boston school committee.

It seems that teeth were gnashed when certain of the boys learned that the new police commissioner of Boston, Eugene McSweeney, intended to appoint Tobin's brother Jimmie as his secretary.

CRITICIZE WARD

Another reason for complaint is Rep. Michael James Ward of the South End section of Boston.

Mention of Rep. Ward's name brings to mind that in the Smith-Roosevelt contest for delegates the former U. S. Deputy Marshal was the only Curley man who could boast in Boston's Tammany club that his precincts returned Roosevelt a victor over the idol of Massachusetts Democracy, Alfred E. Smith.

It has been said for weeks that Ward, who is a relative of the late Mary E. Curley, was not on friendly terms with the governor. This was proven when "Dick" Grant mentioned Ward in his radio talk in connection with the Cosmos club scandal.

Since then, Ward has been forced to devote his full time as a state representative, instead of being the chief deputy in Marshal John J. Murphy's office in the new federal building.

Rep. Ward is not without his friends in the legislature. When the time comes, Rep. Ward may prove to be one of the leaders of the anti-Curley rebellion.

the source of this information claimed that the revelations in the near future would surpass the excitement occasioned by the governor's recent removals.

The boys are taking no chances. It is not a pleasant feeling to be served with a subpoena by a uniformed state trooper. The commotion raised by Gov. Curley will probably result in accepting "with thanks" by the governor of several resignations within the next few months.

The sudden interest in the state racing commission, which in the budget recommendations requested an appropriation of almost \$200,000, might have been motivated because of the number of available appointments that group will have at its disposal within a few weeks.

Most Beacon Hillers predict drastic changes in the entire personnel of the commission.

Regardless of Gen. Charles H. Cole's future actions, he will be remembered in Massachusetts politics as the defeated Walsh-Ely candidate for the governorship.

His actions will always be questioned by the suspecting as being inspired by advice from Westfield or from the Washington office of Senator Walsh.

Around the State House it is just a question of time before Gov. Curley will be appointing Cole's successor.

(C) 1935 Beacon Hill Features

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM-NEWS

Lynn, Mass.

FEB 27 1935

Society

Democratic Crusaders Revue to Play At Women's Clubhouse, Thursday Night



DOROTHY McNICHOL

An elaborate revue comprising talented members of the Democratic Crusaders will delight a capacity audience, which is expected to attend Thursday night's performance at the Women's clubhouse. Directing the revue is Edward Dunn, assisted by Robert and Louis Doucette.

Ticket sales to date have been



DOROTHY JACKSON

shown an increased last-minute demand, which augurs well for the success of the affair. The smart array of original numbers are certain to meet with approval and orchestration for dancing, which has been secured is beyond reproach.

Specialties on the program in-
cordion and violinist; Daniel Mul-
lane, tenor soloist; dancing novel-

ties, Miss Lillian Wellington, Miss Charlotte Grant, Miss Florence Serino, and Don Starks, and the Three D's, acrobats.

Ushers are the Misses Helen Noonan, Helen Timlin, Dorothy Hayes, Margaret Richards, Florence Stokes, Doris McIntee, Marion Congdon, Dorothy Drislane.

Patrons and patronesses are Gov. James M. Curley and daughter, Miss ~~Larry~~ Curley, Mayor J. Fred Manning, Congressman and Mrs. William P. Connery Jr., Michael J. Carroll, James McElroy, Joseph P. Clancy, Judge John V. Phelan, Judge Philip Kiely, William Hennessey, John Foley, James Hayes, Walter Cuffe, Mr. and Mrs. John J. Noonan, Mr. and Mrs. Joseph A. Canning, Mr. and Mrs. Daniel O'Connor, Thomas A. Wilkinson, Charles H. McGlue, Patrick J. Kearns, Neil J. Murphy, Cornelius P. Donovan, Mr. and Mrs. Chester Berthrong, Mr. and Mrs. Raymond Doucette, Mr. and Mrs. William J. Doucette and Mrs. Henry Dunn.

The committee in charge consists of Melvin Lundstedt, chairman; Nat Grady, Alice Madden, Agnes Donovan, Marguerite Burke, Dorothy Jackson, Margaret Ford, Margaret Richards, Harold Perry, Christina Welch, Richard Graham and Charles Long, assistants.

End men include Walter Brennan, Edward Cahill, Ernest Callahan, John Madden, Philip Des-
Roberts and Melvin Lundstedt.

Members of the chorus are Helen Fox, Dorothy Carey, Isabelle Bishop, Agnes Donovan, Helen Donovan, Alice Madden, Marguerite Burke, Dorothy Jackson, Christina Welch, Irene Dubuque, Mary Sullivan, Phyllis Beaton, Dorothy Curtin, Elinore and Kathryn Scannell, Dorothy Wallace, Marion Fuir, Nathalie Curran, Dorothy McNichol, Elinore Sullivan, Marie Cronin, Beatrice Carew, James Fay, Herbert O'Neill, Richard Carey, John Carey, Eugene Dubuque, John Milo, Lester Marione and Joseph Burgess.

Miss Anna Hayes is musical director and James Duggan is stage manager.

FEB 27 1935

State Forest Assured Here and in Towns

800 Acres Covering Much of Territory Between Lake
Mascuppic and Merrimack River to Be Suggested
Today for Acquisition

By F. W. COBURN.

A state forest in the city of Lowell and the Huckleberry hill district of the towns of Dracut and Tyngsboro looks to be practically assured through the co-operative efforts of Mayor James J. Bruin and the administration at City Hall, the selectmen of the towns named and the public spirit of several owners of woodland who will either give their holdings outright or sell them at a price well under the low figure which the commonwealth legally can pay for such acquisitions.

John G. Gordon, of this city, who has taken the initiative in rounding up the lots which can be had, will present today at the department of conservation in Boston detailed results of a quest which has been in progress for several months past. He has assurance at the outset of a total of upwards of 800 acres, covering much of the picturesque and well wooded territory between Lake Mascuppic and the Merrimack river. Ultimately the forest should be one of at least 1000 acres.

This area, assured for a state forest, if the commonwealth accepts it, touches Varnum avenue at one point contiguous to the pine plantings on the Boulevard wells reservation of the city of Lowell, thus making a continuous public forest which will touch the Merrimack river and which will enter, naturally, into the scheme of M V A improvements on which Governors Curley and Bridges and various engineers and landscape architects are working.

The initial suggestion, so far as known, of creating a state forest on and around Huckleberry Hill was made in the Courier-Citizen about 15 years ago. It was then urged that this is a region superbly adapted by nature, and by its location in close proximity to a large population, for a wooded recreation park; and the idea was advanced of building on the higher hill's peak a concrete lookout generally similar in design to the one on Bear Hill, Stoneham. The article in which this

CONTINUED ON PAGE NINE

arnum land touches Varnum avenue, and so makes a physical connection between the proposed state forest and the municipal forest, which is already in process of development.

It has been informally proposed that the city of Lowell should deed or lease to the state the so-called Curkee house, on Old Meadow road, or the state forester's headquarters and residence. This scheme, which obviously must meet the approval of the Lowell Historical Society and other patriotic societies, would apparently settle very happily the problem of the preservation of the oldest house in this region, built prior to 1664 by John Webb, alias Avered, and sold about 1671 by his widow to Edward Coburn, first permanent settler of Dracut.

As of Feb. 25, 1935, Mr. Gordon has prepared for submission at Boston the following lists of available woodland in Lowell and Dracut:

Forest.

Trotting Park Road.

	Acres
City of Lowell 2	29.
	12.
Carney, E. B., 25 Plymouth	4.660
Lyster, John, 69 Swift St.	32,000
Mileskie, Joseph and Ann,	4.924
12 Totman street	
Arpin, Wilfred, No. Chelms-	8.923
ford	
Rogers, L. D. 510 Lakeview	6.350
avenue	
Cobb, Sarah Coburn, 131	7.244
Bellevue street	
Peters, Kenneth, 10 Veritas	6.920
avenue	
Whiting & Tibbits, 106 Fair-	5.828
mount street	
Varnum, Thomas, 476 Var-	16.850
num avenue	
Webster, C. W., heirs, 1479	7.489
Varnum avenue	3.366

Rolfe, W. T. 233 Totman st.	5.29
Gezak, Ambrosy and Sophia,	
15 Leverett st.	7.84
Horr, A. M., 83 Varnum ave.	8.89
Horr, A. M., 83 Varnum ave.	3.36
Sherburne Bros., Tyngsboro	
Mass.	16.550
Halley, Tyngsboro, Mass.	12.730

Totman Street.	210.292
Culler, John S., 840 Varnum	
ave.	4.678
Varnum, Thomas, 476 Var-	
num avenue	5.716

Gumpus Road	10.394
Varnum, Thomas, 476 Var-	
num ave.	36.071
Owner and description	Acres
Dracut, Gage, Webster lot	19
Dracut, Gage	26
Dracut, Gage	28
Varnum, Bradt lot	25
Varnum, Huckle Berry Hill	
Meadow	10
Varnum, Underwood lot	40
Varnum, Tar Rock lot	8
Varnum, Common lot	8
Varnum, Wood lot	15
Varnum, various lot, (approx.)	20
Varnum, Mild pasture	10
Varnum, Carney	10
Varnum, Carney	1
Polakas (tax title, Durkee lot)	30
Muzzey lot	4
Marshall Lot	4
Town of Dracut, Saunders lot.	156
Town of Dracut, Webster lot	15

The Lowell Courier-Citizen is mailed to all suburban towns at no extra cost to the subscriber—50 cents per month is the charge.

FEB 27 1935

Catchall

TUNE in on the radio, I am impressed by the fact that the performers who pipe up their as bait for the listener who is to be interested in various tised articles, overdo the singing a few songs, popular at the moment. They sing them over and again—and all too often they are worth it. A popular song is popular because of a catchy or because of a maudlin sentiment or both. Very rare is it to one which is passably good, and now and then one is attracted by some other element than mere banality. I find myself, for example, sniffing because of that sentimentalist who "sailed on the tide in the morning" and so abandoned romance in what the song calls "The Isle of Capree," with the accent on the "pree." No one, so far as I know, in the island of Capri pronounces it that way; and as for tide, there's almost as much in your bathtub as there is in the Bay of Naples. I believe there's a difference of a few inches between high and low water in some parts of the Mediterranean; but surely not enough so that sailor-men bother about "sailing on the tide in the morning." But isn't the king-pin of all popular song lines that one in "Stay as Sweet as You Are," which begs the young girl not to allow anything, or any one, to "re-arrange you?" Maybe the reference is to the operations of the beauticians—lovely word!

Governor Curley is a drefle smart man, but not too accurate. His statement in support of the Merrimack trunk-line sewer, that Lowell, Lawrence and Haverhill use the polluted river as a water supply, is so manifestly absurd that it hardly needs refutation. Lowell stopped drinking river water something over 40 years ago, when the driven well system was put in. Lawrence, I think, still does use it; but Haverhill's reservoir is Kenosha lake which is many feet above the level of the Merrimack. It may be that the governor regards the well water of Lowell as merely a filtration from the adjacent river, although I believe the scientists dispute that and say the water is really flowing the other way.

After the death of any exceptionally prominent citizen I always hear a wail that "nobody seems to be coming on to take the places" of those who die. I expected to hear this as a sequence to the death of Mr. Motley the other day, and in this I was not disappointed. But for my greater comfort I reflect that I have been hearing the same sort of jeremiad all my life, ever since I became old enough to take notice. I wonder if it is true? The statement has its superficial color of probability, I admit. I have been guilty of saying the same thing myself, as time has worn along and as the men once eminent in this city have been gathered to their fathers. But is it really a fact that as the older generation of prominent people passes from the scene there is no closing up of the ranks by the oncoming generation? I more than half suspect that people have been saying that sort of thing in every city, from Nineveh down. Yet somehow, or other we keep on going—and after half a century or so one still finds people dying whose places there seems to be no one to fill, although fifty years ago you might have supposed there was no one left to attain such eminence.

I doubt that we need to be particularly downhearted. It has always seemed that way. Every one of the leading citizens whom I found in charge of affairs here a half-century ago has passed on; yet we still seem to be able to chronicle the departure of other and later men, whose places we say cannot be filled because we who remain are incapable of it. I suspect they said precisely that when Kirk Boott and Patrick Jackson were summoned hence. Give us all more time! We may be better material than we think; and if we are, when it comes our turn to go, people will probably be saying there's no one capable of taking our places, either! Have you ever reflected as you look at some stupendous machine, or some such feat of engineering as the Panama canal, or the Boulder dam, that the men responsible for them were one day infants mewling and puking in their nurses' arms? Great aches from little toe-corns grow—pshaw. I've Spoonerized it, but you know what I mean! I have an idea that the supply of the germs of eminence is fairly constant everywhere, and that in due time it will sprout, grow to an eminence which every one can see, and then depart—leaving people once more to bewail the fact that the supply is petering out at last. My guess is that it isn't.

Speed the vernal equinox! It may be that when all the statistics for the winter of 1934-5 are assembled we shall be told that it was not an abnormally bad winter. I have noticed that the weather men can usually manage that. Just as you convince yourself that a month has been uncommonly rainy, or exceptionally hot, or unusually cold, the summary shows that as a matter of fact it was deficient in normal temperature, or rather cooler than the average, or that what you had was unconscionably frigid February was in fact a very mild month with a supply of extra thermal units to its credit. How will it be with the present dying month? We are still carting away the aftermath of the January blizzard. It has seemed to me the roads have been more than commonly treacherous all winter long. But we are about due for a report from the official statisticians, which, if it runs true to form, will upset about everything you have figured for yourself.

I see on reading over what I've already written that I made use of the word "stupendous." Just as a test of your general knowledge, can you tell me, off-hand, what three words in the English language end in "dous?" There may be more, but there are at least three familiar

ones. You will instantly think of two—but what's the third?

I wonder if it isn't possible to devise a contraption that will solve the false alarm nuisance? In some cities malicious boys have indulged themselves to an inordinate degree in this pastime of pulling in false alarms of fire merely to see the engines come out, and the other night we had two such alarms in quick succession here. How about a device which will hold the manipulator of the hook fast, by gumstick or an automatic handcuff, until the firemen get there and turn him loose? Or some flashlight photograph, which will identify the culprit, the same to be made automatically by the act of ringing in an alarm? This plague of false alarms is one of the prices we pay for modern efficiency. If you are old enough, you can remember when the keys to fire-alarm boxes were kept in near-by houses to which you were directed by a neatly printed sign. This was very bad indeed. The family might be sound asleep, or out of town, when you clamored at the door for the key. Besides you couldn't read the sign at night. Or maybe you couldn't read at all. Then came keys in little glass boxes, to be reached by smashing the glass. They were hitched to the box by an iron chain. This was better, but it took a bit of doing to smash the glass. Then came the box with a handle on it, which any one tall enough could open by a mere twist—and with it the temptation to ring in false alarms, and run.

It's a dangerous pastime because every time the fire engines go tearing through the streets there's a chance of some one's being killed, or hurt. The apparatus itself may be damaged many thousand dollars' worth. That's especially true in winter-time. People who sound alarms when there is no fire deserve something long and lingering in the way of punishment. It's a silly thing to do, and a dangerous thing. Even a small child ought to know enough to see that. I suspect it is more commonly well grown children who do this kind of thing.

From a remote subscriber I get this welcome bouquet: "I am enclosing my cheque today for another six months' subscription. I do not see how I could get along without this paper, to which I give a hearty reception whenever it comes to my door. I know of no better daily newspaper. My wife and I greatly enjoy the Catchall, the Saturday Chat and the Word Game, and especially appreciate the editorials—very much liking, as we do, the position you take in matters political."

KNIGHTS SET STAGE FOR BINGO TONIGHT

An energetic and active group of Knights of Columbus members have arranged another Bingo party for this evening at the Geno Club hall in Dutton street. More than 75 major prizes have been purchased for the affair and the special prizes are decidedly attractive gifts. They include a breakfast set, a silver service of 26 pieces, a cedar chest and many others.

Edmund Keefe is the capable chairman of the committee in charge. His assistants are John E. Johnston, Michael A. Keefe, James J. Molloy, Peter McGuire, Sylvester O'Toole, John J. Allen, Thomas F. Joyce, T. Joseph Cullinan, Fred Farley, Leroy W. Dunfey, William K. Ryan, Gerald F. Cronin and John F. Conway. Mr. Johnston will again act as master of ceremonies.

Men's Shop
Bon Marche, Street
Mirrors and Scissors, Clean Up, ea
Perfume Bottles, every piece perfect.
TOILET WARE
Factory C
Crests Scented Floating Toilet
bottle
(slight evaporation) to Clean-Up
Toilet Waters, \$1.00 to \$1.65 Kin
ore feet, etc. To Clean-Up at
Dr. Hall's Ped-O-Heal for
Moths, Baby Tolu Cough Syrup
Hand Creams, Face Powders,
Regular Prices 25c to \$

Toiletries

Almost Unbelievable Savings

CONTINUED

project was imaginatively set forth caught the attention of the late James A. Morris, long connected with the forestry division at the State House, who on inquiry found that the state was then committed to acquirement and development of several forests elsewhere, and that it was generally doubted if sufficient forest land in and near Lowell could be obtained within the price permitted under the law. The plan was allowed to rest, though Mr. Morris often adverted to it as one which eventually must become feasible.

In 1934 Mr. Gordon, whose work as a gypsy moth specialist made him familiar with the extensive woodlands bordering on Totman and Trotting Park roads, started a series of inquiries regarding lots which could be secured for a state forest, at a time when the commonwealth is greatly increasing its ownership in properties of this kind. The response from most owners was favorable. One of the largest forest interests of the neighborhood is the Thomas Varnum estate, the present Thomas Varnum showing himself very enthusiastic regarding the plan which, though it will withdraw some lands from possibilities of taxation, should greatly enhance values of private property in the neighborhood. Selectmen and assessors of the towns concerned have expressed themselves as welcoming this disposition of the problems of a district which can never be suitable for farming but which is well adapted to forestry. The towns themselves hold many tax titles in the section under consideration.

A tentative list of lots of woodland available in Lowell and Dracut for the proposed state forest shows to any one familiar with the region that this public reservation will extend from the confines of the grounds occupied by the Contagious hospital on Old Meadow road along Gumpus road to the north as far as Nashua road, and west across the Caesar spring swamp to Totman, anciently Zeel, road, and thence May Pit brook and a mass of woodlots of various ownership to Trotting Park road. Beyond the city line about 200 acres have been romised in Tyngsboro. To the north the forest will include most of Hucklebury hill and will reach within a few rods of Lake Massappic. One triangle of the Thomas Varnum land touches Varnum avenue, and so makes a physical connection between the proposed state forest and the municipal forest, which is already in process of development.

It has been informally proposed that the city of Lowell should deed a lease to the state the so-called Durkee house, on Old Meadow road, or the state forester's headquarters and residence. This scheme, which obviously must meet the approval of the Lowell Historical Society and other patriotic societies, would apparently settle very happily the problem of the preservation of the oldest house in this region, built prior to 1664 by John Webb, alias Avered, and sold about 1671 by his widow to Edward Coburn, first permanent settler of Dracut.

As of Feb. 25, 1935, Mr. Gordon has prepared for submission at Boston the following lists of available woodland in Lowell for State Forest.

Trotting Park Road.

	Acres
City of Lowell 2	29
Carney, E. B., 25 Plymouth	4.660
Lyster, John, 69 Swift St.	4.924
Mileskie, Joseph and Ann,	
12 Totman street	8.923
Arpin, Wilfred, No. Chelms-	
ford	6.350
Rogers, L. D. 510 Lakeview	
avenue	7.244
Cobb, Sarah Coburn, 131	
Bellevue street	6.920
Peters, Kenneth, 10 Veritas	
avenue	5.828
Whiting & Tibbits, 106 Fair-	
mount street	16.850
Varnum, Thomas, 476 Var-	
num avenue	7.489
Webster, C. W., heirs, 1479	
Varnum avenue	3.366

Rolfe, W. T. 233 Totman st	5.290
Gezak, Ambrosy and Sophia,	
15 Leverett st.	7.840
Horr, A. M., 83 Varnum ave.	8.892
Horr, A. M., 83 Varnum ave.	3.362
Sherburne Bros., Tyngsboro	
Mass.	16.550
Halley, Tyngsboro, Mass.	12.730

Totman Street.	210.292
Culler, John S., 840 Varnum	
ave.	4.678
Varnum, Thomas, 476 Var-	
num avenue	5.716
	10.394

Gumpus Road	
Varnum, Thomas, 476 Var-	
num ave.	36.071
Owner and description	Acres
Dracut, Gage, Webster lot	19
Dracut, Gage	26
Dracut, Gage	28
Dracut, Bratt lot	25
Varnum, Huckle Berry Hill	
Meadow	10
Varnum, Underwood lot	40
Varnum, Tar Rock lot	8
Varnum, Common lot	8
Varnum, Wood lot	15
Varnum, various lot, (approx.)	20
Varnum, Mild pasture	10
Varnum, Carney	10
Varnum, Carney	1
Polakas (tax title, Durkee lot	30
Muzzey lot	4
Marshall Lot	4
Town of Dracut, Saunders lot.	156
Town of Dracut, Webster lot	15
	430

The Lowell Courier-Citizen is mailed to all suburban towns at no extra cost to the subscriber—50 cents per month is the charge.

Press Clipping Service
2 Park Square
BOSTON MASS.

COURIER-CITIZEN
Lowell, Mass.

FEB 27 1935

Catchall

TUNE in on the radio, I am impressed by the fact that the performers who pipe up their as bait for the listener who is to be interested in various listed articles, overdo the singing of a few songs, popular at the moment. They sing them over and over again—and all too often they aren't worth it. A popular song may be popular because of a catchy air, or because of a maudlin sentiment, or both. Very rare is it to find one which is passably good poetry, and now and then one is irritated by some other element than mere banality. I find myself, for example, sniffing because of that sentimentalist who "sailed on the tide in the morning" and so abandoned romance in what the song calls "The Isle of Capree," with the accent on the "pree." No one, so far as I know, in the island of Capri pronounces it that way; and as for tide, there's almost as much in your bathtub as there is in the Bay of Naples. I believe there's a difference of a few inches between high and low water in some parts of the Mediterranean; but surely not enough so that sailor-men bother about "sailing on the tide in the morning." But isn't the king-pin of all popular song lines that one in "Stay as Sweet as You Are," which begs the young girl not to allow anything, or any one, to "re-arrange you?" Maybe the reference is to the operations of the beauticians—lovely word!

Governor Curley is a drefle smart man, but not too accurate. His statement in support of the Merrimack trunk-line sewer, that Lowell, Lawrence and Haverhill use the polluted river as a water supply, is so manifestly absurd that it hardly needs refutation. Lowell stopped drinking river water something over 40 years ago, when the driven well system was put in. Lawrence, I think, still does use it; but Haverhill's reservoir is Kenosha lake which is many feet above the level of the Merrimack. It may be that the governor regards the well water of Lowell as merely a filtration from the adjacent river, although I believe the scientists dispute that and say the water is really flowing the other way.

After the death of any exceptionally prominent citizen I always hear a wail that "nobody seems to be coming on to take the places" of those who die. I expected to hear this as a sequence to the death of Mr. Motley the other day, and in this I was not disappointed. But for my greater comfort I reflect that I have been hearing the same sort of jeremiad all my life, ever since I became old enough to take notice. I wonder if it is true? The state ment has its superficial color of probability. I admit. I have been guilty of saying the same thing myself, as time has worn along and as the men once eminent in this city have been gathered to their fathers. But is it really a fact that as the older generation of prominent people passes from the scene there is no closing up of the ranks by the coming generation? I more than half suspect that people have been saying that sort of thing in every city, from Nineveh down. Yet somehow, or other we keep on going—how, or after half a century or so one still finds people dying whose places there seems to be no one to fill, although fifty years ago you might have supposed there was no one left to attain such eminence.

I doubt that we need to be particularly downhearted. It has always seemed that way. Every one of the leading citizens whom I found in charge of affairs here a half-century ago has passed on; yet we still seem to be able to chronicle the departure of other and later men, whose places we say cannot be filled because we who remain are incapable of it. I suspect they said precisely that when Kirk Boott and Patrick Jackson were summoned hence. Give us all more time! We may be better material than we think; and if we are, when it comes our turn to go, people will probably be saying there's no one capable of taking our places, either! Have you ever reflected as you look at some stupendous machine, or some such feat of engineering as the Panama canal, or the Boulder dam, that the men responsible for them were one day infants mewling and puking in their nurses' arms? Great aches from little toe-corns grow—pshaw, I've Spoonerized it, but you know what I mean! I have an idea that the supply of the germs of eminence is fairly constant everywhere, and that in due time it will sprout, grow to an eminence which every one can see, and then depart—leaving people once more to bewail the fact that the supply is petering out at last. My guess is that it isn't.

Speed the vernal equinox! It may be that when all the statistics for the winter of 1934-5 are assembled we shall be told that it was not an abnormally bad winter. I have noticed that the weather men can usually manage that a month has been uncommonly rainy, or exceptionally hot, or unusually cold, the summary shows that as a matter of fact it was deficient in normal temperature, or rather cooler than the average, or that what you had was an unconscionably frigid February was in fact a very mild month with a supply of extra thermal units to its credit. How will it be with the present dying month? We are still carting away the aftermath of the January blizzard. It has seemed to me the roads have been more than commonly treacherous all winter long. But we are about due for a report from the official statisticians, which, if it runs true to form, will upset about everything you have figured for yourself.

I see on reading over what I've already written that I made use of the word "stupendous." Just as a test of your general knowledge, can you tell me, off-hand, what three words in the English language end in "dous?" There may be more, but there are at least three familiar

ones. You will instantly think of two—but what's the third?

I wonder if it isn't possible to devise a contraption that will solve the false alarm nuisance? In some cities malicious boys have indulged themselves to an inordinate degree in this pastime of pulling in false alarms of fire merely to see the engines come out, and the other night we had two such alarms in quick succession here. How about a device which will hold the manipulator of the hook fast, by gumstickum or an automatic handcuff, until the firemen get there and turn him loose? Or some flashlight photograph, which will identify the culprit, the same to be made automatically by the act of ringing in an alarm? This plague of false alarms is one of the prices we pay for modern efficiency. If you are old enough, you can remember when the keys to fire-alarm boxes were kept in near-by houses to which you were directed by a neatly printed sign. This was very bad indeed. The family might be sound asleep or out of town, when you clattered at the door for the key. Besides, you couldn't read the sign at night. Or maybe you couldn't read at all. Then came keys in little glass boxes. They were hitched to the box by an iron chain. This was better, but it took a bit of doing to smash the glass. Then came the box with a handle on it, which any one tall enough could open by a mere twist—and with it the temptation to ring in false alarms, and run.

It's a dangerous pastime because every time the fire engines go tearing through the streets there's a chance of some one's being killed, or hurt. The apparatus itself may be damaged many thousand dollars' worth. That's especially true in winter-time. People who sound alarms when there is no fire deserve something long and lingering in the way of punishment. It's a silly thing to do, and a dangerous thing. Even a small child ought to know enough to see that. I suspect it is more commonly well grown children who do this kind of thing.

From a remote subscriber I get this welcome bouquet: "I am enclosing my cheque today for another six months' subscription. I do not see how I could get along without this paper, to which I give a hearty reception whenever it comes to my door. I know of no better daily newspaper. My wife and I greatly enjoy the Catchall, the Saturday Chat and the Word Game, and especially appreciate the editorials—very much liking, as we do, the position you take in matters political."

KNIGHTS SET STAGE FOR BINGO TONIGHT

An energetic and active group of Knights of Columbus members have arranged another Bingo party for this evening at the Geno Club hall in Dutton street. More than 75 major prizes have been purchased for the affair and the special prizes are decidedly attractive gifts. They include a breakfast set, a silver service of 26 pieces, a cedar chest and many others.

Edmund Keefe is the capable chairman of the committee in charge. His assistants are John E. Johnston, Michael A. Keefe, James J. Molloy, Peter McGuire, Sylvester O'Toole, John J. Allen, Thomas F. Joyce, T. Joseph Cullinan, Fred Farley, Leroy W. Dunfee, William K. Ryan, Gerald F. Cronin and John F. Conway. Mr. Johnston will again act as master of ceremonies.

Press Clipping Service
2 Park Square
BOSTON MASS.

SUN
Lowell, Mass.

FEB 27 1935

A MERRI

There are few
time or another hea
is a duly-constituted
pose of supervising
nessee valley area.

Now comes a
a commission to
provement program
valley. It was su
that the legislative
been set in motion
of Lawrence and

This appears
task ahead, it wo
plunge into the pr
the money and s
rection.

With a proj
kind of supervisi
shod manner wo
intervention; and
gest opportunity
pitiful to muffle
intelligent and n

Apparently,
to the limit, reg
like to tell the
idle dream. Per
the plan and hop
sible time. Not
rimack, but it wi
tion and care fo
lected, through

As a direct
sition to prevent
ture of the trem
The resolution
lature.



tees in charge of details
gather at the home of
plans. In the group, left
properties of the show; Mrs.
Wieman Safford, also on the
Mrs. Edward Woodward,
airman of the candy commi

400, D even, E plus 1260
D is the biggest loser and
A and C each for 400 poi
2290 points and E for 12
making his total loss 43
for the rubber.

B is the biggest winner.
lects 1890 points each from
2290 points from D and 10
from E, making a total
points.

E would collect \$60 poi
from A and C and 1260 poi
D making a total of 2980 n

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Lawrence, Mass.

FEB 27 1935

Ambitious Projects

Washington is awakening to the fact that the several states know how to spend money and there is no question about getting rid of the billions the federal government can supply as gifts to local projects. There have been some who looked askance at the suggestion from Massachusetts that we desire \$200,000,000 from the federal treasury for construction projects in this Commonwealth. All they have to do is to look over the expressed desires from other states and they will discover that Massachusetts is very, very modest in its requirements.

Considering the fact that this state is one of the larger contributors to federal taxes, it would seem that we have been too considerate in making our wishes known. Oregon, one of the smaller federal tax contributors, is seeking more than \$400,000,000; Washington wishes more than \$250,000,000. In the Middle West, where very little contribution is made to federal expenses, there are several states asking the government for greater sums than Massachusetts. And, if anyone requires more proof of the modesty of Massachusetts let them note the demand of New Jersey that is second only to New York state with a request for more than \$1,400,000,000.

The State of Maine comes forward with a very enterprising and exemplary project. With the assistance of the federal government, Maine is planning to build a scenic highway from Portland to the Canadian border. In making this proposal, it plans to open one of the most beautiful and attractive summer and winter resort sections of the whole state. It is a new resort district—a playground in which thousands will find rare and impressive beauties. At the present time, it is the playground of hunters and fishermen. With the construction of such a highway, it will permit thousands of tourists to visit this wonderland of seasonal delight.

From Portland it will go through the Oxford Hills district, one of the most beautiful in the country; on up through the Rangely Lake section with its wild and attractive impressiveness. If that district is opened to the auto tourists, it will prove one of the most attractive summer and fall recreation grounds in the whole world. Those who know that part of Maine have wondered why the state did not open it to the public earlier. Its attractiveness has been known for many years; for it has been the mecca of real sportsmen as far back as the oldest resident can remember.

A project of that kind, with federal aid, will become an example of how the New England states can spend money to improve and make available their splendid scenic assets. Maine has set the example to its neighbors, during the past ten years, by extending hardsurfaced roads into its playground delights. It has gained much in summer travel and gained still more in making the state a winter playground that has called thousands of winter tourists to its hotels and community life.

New England cannot be too modest in making its appeals to the federal government for assistance in these worthy projects. New England has the attractiveness; New England contributes a worthy share to the federal treasury in taxes. It deserves consideration when these handsome donations are handed around. But, New England must go after the money just the same as Middle West and Western states have done, and get the money the same as the others. New England should combine in demands for its projects. All together the sum would not be half that of New Jersey.

Press Clipping Service
2 Park Square
BOSTON MASS.

SUN
Lowell, Mass.

FEB 27 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Lawrence, Mass.

FEB 27 1935

Ambitious Projects

A MERRIMACK VALLEY AUTHORITY.

There are few newspaper readers who have not at one time or another heard of the Tennessee Valley Authority. This is a duly-constituted board of citizens appointed for the purpose of supervising the gigantic federal project in the Tennessee valley area.

Now comes a proposed Merrimack Valley Authority—a commission to administer the projected \$40,000,000 improvement program which will affect the entire Merrimack valley. It was suggested the other day by Governor Curley, that the legislative machinery to create the Authority has been set in motion by Senators McCarty of Lowell, Meehan of Lawrence and McAleer of Haverhill.

This appears to be a prudent move. With such a colossal task ahead, it would be the height of something or other to plunge into the program without a definite method of allotting the money and spreading work and wages in the right direction.

With a project involving millions of dollars, the right kind of supervision is imperative. Going about it in a slipshod manner would only encourage political and hypocritical intervention; and as this appears to be New England's biggest opportunity to develop a natural resource, it would be pitiful to muff it for lack of a supervisory board of impartial, intelligent and non-political citizens.

Apparently, the governor intends to see the thing through to the limit, regardless of the skepticism of his critics, who like to tell the world that the chief executive is dreaming an idle dream. Personally, this paper looks for the fruition of the plan and hopes that it will materialize in the shortest possible time. Not only will it alleviate pollution in the Merrimack, but it will eliminate soil erosion, provide for reforestation and care for flood control—all of which have been neglected, through lack of funds, in this section of the country.

As a directorate, the Valley Authority would be in a position to prevent chiseling, grafting and waste in the expenditure of the tremendous sum needed for these developments. The resolution should have no difficulty passing the legislature.

wakening to the fact that the several spend money and there is no question the billions the federal government can I projects. There have been some who suggestion from Massachusetts that from the federal treasury for con- this Commonwealth. All they have to expressed desires from other states or that Massachusetts is very, very ents.

ct that this state is one of the larger l taxes, it would seem that we have a making our wishes known. Oregon, eral tax contributors, is seeking more shington wishes more than \$250,000,- est, where very little contribution is uses, there are several states asking eater sums than Massachusetts. And, e proof of the modesty of Massachu- demand of New Jersey that is second te with a request for more than

ie comes forward with a very enter- project. With the assistance of the Maine is planning to build a scenic l to the Canadian border. In making s to open one of the most beautiful r and winter resort sections of the new resort district—a playground in ind rare and impressive beauties. At the playground of hunters and fish- uction of such a highway, it will per- ists to visit this wonderland of sea-

will go through the Oxford Hills dis- beautiful in the country; on up- lake section with its wild and attrac- that district is opened to the auto- one of the most attractive summer unds in the whole world. Those who ne have wondered why the state did ic earlier. Its attractiveness has been s; for it has been the mecca of real as the oldest resident can remember. ind, with federal aid, will become an ew England states; can spend money available their splendid scenic assets. nple to its neighbors, during the past ag hardsurfaced roads into its play- s gained much in summer travel and

and gained still more in making the state a winter play- ground that has called thousands of winter tourists to its hotels and community life.

New England cannot be too modest in making its ap- peals to the federal government for assistance in these worthy projects. New England has the attractiveness; New England contributes a worthy share to the federal treasury in taxes. It deserves consideration when these handsome donations are handed around. But, New England must go after the money just the same as Middle West and Western states have done, and get the money the same as the others. New England should combine in demands for its projects. All together the sum would not be half that of New Jersey.

GAZETTE
Haverhill, Mass.
FEB 27 1935

Mayor Mansfield Warns Dog Track Interests He Will Fight Racing to Last Ditch

BOSTON—Mayor Mansfield issued a warning yesterday to anyone who may receive a license to operate a dog track in Boston that he will take all legal means to prevent such a track doing business.

Cornelius J. "Tubber" Cronin of Cambridge was elected by a 2 to 1 vote of the state racing commission yesterday to replace Lawrence J. Bresnahan as assistant secretary to the commission.

Representatives of the Boston Garden attended a private hearing at the racing commission office on their application to operate a dog track in the Garden.

These are the latest developments in the row over licenses to operate dog tracks in South Boston, Cambridge, Methuen and Dighton.

Mayor Mansfield said Section 33 and 34 of Chapter 271 of the General Laws, which prohibit the erection of a dog track without consent of the mayor, city solicitor and building commission, would be invoked to bar such tracks.

"In all fairness to the holders of such licenses," said Mayor Mansfield, "they are being warned now before they spend substantial sums of money in erecting tracks, of the existence of this law and my intention to resort to this and every other legitimate means to prevent the establishment of such tracks in Boston."

But the Old Harbor Kennel Club which was granted a license to operate a dog track in South Boston was still confident a track would be erected on the Old Colony boulevard site. The Boston Garden, if it gets a license is also expected to build a track.

At the commission meeting yesterday afternoon Commissioners Connors and Ensign voted in favor of Cronin, while General Cole voted against him. Cronin will start work March 1.

General Cole again refused to comment on his reported determination to resign. Although he removed his personal belongings from his desk he said it was still possible to bring them back.

Meanwhile, James T. Purcell, who is Governor Curley's choice to succeed General Cole as chairman of the commission, is planning to leave for West Palm Beach to join the Governor. His appointment is not expected to be announced for approximately two weeks.

Objection to the granting of a dog racing license in Cambridge is contained in a letter which Senator Charles T. Cavanagh of Cambridge sent yesterday afternoon to Gov. Curley.

Beaches and Andover Petitions Are Aired

The legislative committee on rules gave a hearing yesterday afternoon on the petition of Representatives James F. Tobin and Edward A. Coffey of Boston for the creation of a special commission to study the beaches on the North Shore, especially Swampscott and Manchester, for the purpose of giving the public more opportunities for enjoying those resorts. The petitioners alleged that people from outside those towns are restricted from using the beaches.

Vigorous opposition was offered by Senator Cornelius F. Haley of Rowley, Harry D. Linscott, town counsel for Swampscott, Representative Herbert W. Urquhart of Georgetown, selectmen of Manchester and Swampscott, and others. About 40 others in the room rose to show their disapproval of the petition.

The objectors to the proposed legislation said Singing Beach at Manchester, and Kings Beach and Fisherman's Beach at Swampscott had always been open to the public and that the only beach which was limited in use was Preston Beach.

The committee heard also the petition of Ralph W. Emerson of Andover for the appointment of a committee to investigate the abandonment by the state of its plan for erecting an institution for the feeble-minded in Andover. Mr. Emerson wanted particularly to know why Phillips Andover in Andover had paid the state \$10,000 to give up the proposed institution.

Claude L. Allen, representing Phillips Academy, said the facts were well known. The trustees of the academy gave the state \$10,000 to reimburse it in part for its expenditures in acquiring options on property, which options were not exercised.

Mr. Allen said there had been no concealment of the fact that the trustees of the academy thought the location of a State institution in the town would injure the academy and did what they could to prevent it. They convinced Governor Ely of the justice of their cause.

"Don't Need Statistics, But Enforcement"

Fixing of automobile cases was denounced yesterday by Registrar of Motor Vehicles Goodwin before the legislative committee on "highways and motor vehicles. Motor vehicle accidents could be reduced 30 percent in the next year by adopting a 100 percent "no fix" policy, Goodwin said.

Mr. Goodwin was opposing a bill for an investigation of the accident situation, by a special commission, sponsored by Col. J. M. Moorhead of the ERA highway traffic research.

"We don't need any more statistics," Goodwin said. "It is wholly a problem of law enforcement. We have got to force safe driving on those who are not so disposed."

Repeal by the Right-of-Way law was opposed by Sidney S. von Loesbecke, counsel for the Automobile Legal association.

Mr. Goodwin told the legislative committee on the judiciary he favored the repeal of the compulsory automobile insurance law unless a state fund were established and the business taken from the insurance companies. Mr. Goodwin said the law had become a "racket" for doctors and lawyers.

Charles C. O'Donnell of Lynn favored an indemnity plan to be administered by a commission.

John W. Cronin, representing the Boston Automobile club, vigorously opposed any indemnity plan. He also attacked the financial responsibility plan for the reason that it does not adequately protect the pedestrian.

STATE HOUSE BRIEFS

More than 300 men and women attended the hearing yesterday before the legislative committee on highways and motor vehicles in the Gardner auditorium, State House, on a bill for the construction of a highway and rapid transit system connecting Boston, Somerville, Cambridge and Arlington, involving the expenditure of approximately \$20,000,000. The bill was filed by the Massachusetts Improvement association and was explained by Van Ness Bates. It was stated that 10,000 men would be employed for about two years. Fifty per cent of the expense would be met by the Federal government, it was said.

Ralph W. Robart, state director of the necessities of life division, yesterday charged that Massachusetts is paying more than its fair share toward farm recovery, in a letter to Representatives Thomas Dorgan and John F. Aspell, both of Boston. Director Robart will go to Washington today to present the complaint before the Administration and the Massachusetts Congressional delegation. The food bill in Massachusetts has increased approximately \$350,000,000 a year above February, 1933, Robart declares.

Destruction of the textile industry, removal of many plants from Massachusetts and the loss of Boston's position as a raw wool centre, would follow the passage of a bill authorizing local taxation of stock in trade and fixtures of business corporations, the legislative committee on taxation was told yesterday. B. Loring Young, representing the Associated Industries of Massachusetts, described the bill as "unsound, unworkable and absolutely destructive."

A favorable report on the bill prohibiting the employment of aliens by the state or counties was voted yesterday by the legislative committee on public service. The bill, filed by Representative Bernard P. Casey, Dorchester, would take effect Sept. 1 next. There are now 457 aliens employed in the department of mental diseases alone, says Representative Casey, and a total of 700 in all state departments.

Armstead H. Dixon, a popular member of the superintendent of buildings department at the State House, completed yesterday 18 years of service and retired under the age-limit law. Although 70 years old, Mr. Dixon appears much younger.

The legislative committee on state administration reported a bill yesterday providing the entire cost of maintaining the state department of public utilities shall be borne by the state. The bill was filed by Representative Edward J. Kelley of Worcester and is based on a recommendation in Governor Curley's inaugural address. Under the existing law the salaries of members of the commission are paid in part by the gas and electric companies, which the department supervises. The committee voted against four bills providing for the abolition of the commission and the substitution of a new body.

Further restriction of lobbyists in the State House is envisioned in a petition filed yesterday by Representative Timothy J. Murphy of Boston, and advocated before the joint committee on rules. Lobbyists would be barred from the Senate floor, House

gallery and from all rooms except public hearing rooms directly connected with their business, under this bill.

An increase of 768 in Massachusetts automobile registration in January over the same month last year was reported yesterday by the registry of motor vehicles. During last month 500,172 cars were registered. The increase was due to a greater demand for commercial vehicles. The passenger car registrations for January were 422,929, compared to 425,194 during January of last year, a decrease in this class of 2865 cars.

Further opposition to a bill establishing state codes was heard yesterday by the Legislative committee on Labor and Industries from B. Loring Young, legislative counsel for the Associated Industries of Massachusetts. The bill would empower the Governor to approve codes of fair competition for trades and industries in the state.

Investigation by a commission of the creation of a Greater Boston to include nearby municipalities was enthusiastically indorsed yesterday by Mayor Mansfield of Boston and as roundly criticized by a score of speakers representing the cities and towns which would be affected.

TIMES
Gloucester, Mass.
FEB 27 1935



State House, Boston, February 26.—Numerous Republican legislators are peeved at the publicity department of the newly reorganized Republican state committee and its hereditary adjunct, the Republican club of Massachusetts.

The discontented group in the G. O. P. ranks claims that the state committee is boosting Senator Henry Parkman, Republican, Representative Leverett Saltonstall, Robert Bushnell and one or two other favorites in weekly releases to certain Republican newspapers.

According to the peevish group, this inspired publicity is entitled, "Under the State House Dome."

Jobs.

This disapproval in the Republican fold is equalled by the mutterings of a certain group in the Democratic family on Beacon Hill.

The Democratic condemnation is not the result of publicity. Their complaints, although not completely acknowledged, derive their source from the little satisfaction their requests for jobs are receiving from Governor Curley's office.

The old mayoral story of "wait until the budget is passed," does not receive the ready reception accorded this tale a few years ago. Today, if the jobs are not forthcoming, every refusal awaits an opportunity for vengeance.

On Beacon Hill little satisfaction can be had at the expense of the executive department.

Revolt.

Those actually in close touch with the situation readily vision a revolt among the Democratic Senate and House members.

The incipient seed was planted in the minds of a number of the political minded when Governor Curley appointed such Republicans as Frank Goodwin and "Dick" Grant to important positions. This is not the chief reason for certain Boston Curley Democrats complaining.

The valid reason, according to the Boston politicians, is that Governor Curley is rewarding the fair haired group in the Boston branch of the party ahead of others. One of the complaints originates around Maurice Tobin, chairman of the Boston school committee.

It seems that teeth were gnashed when certain of the boys learned that the new police commissioner of Boston, Eugene McSweeney, intended to appoint Tobin's brother, Jimmy as his secretary.

Ward.

Another reason for complaint is Michael James, not James Michael Curley, but Representative Michael James Ward of the South End section of Boston.

Mention of Representative Ward's name brings to mind that in the Smith-Roosevelt contest for delegates the former U. S. Deputy marshal was the only Curley man who could boast in Boston's Tammany club that his precincts returned Roosevelt a victory over the idol of Massachusetts Democracy, Alfred E. Smith.

It has been said for weeks that Ward, who is a relative of the late Mary E. Curley, was not on friendly terms with the governor. This was proven when "Dick" Grant mentioned Ward in his radio talk in connection with the Cosmos club scandal.

Since then, Ward has been forced to devote his full time as a state representative, instead of being the chief deputy in Marshal John J. Murphy's office in the new Federal building.

Representative Ward is not without his friends in the legislature. When the time comes, Representative Ward may prove to be one of the leaders of the anti-Curley rebellion.

Resurfacing Contracts.

It has been whispered along the corridors that the State Board of Tax Appeals will next feel the blade of the Curley axe. This is a matter of hazarding a guess.

However, there seems to be some agreement that the inquisitor in the executive department's official family, John P. Feeney, is devoting some time to investigating certain resurfacing contracts in the Metropolitan district commission.

The records for the last few years

reveal that in 1932, \$270,180.90 was expended for this kind of work. A coincidence is that 1932 was a state election year. It is noted that in the year following the state election, 1933, but \$164,108.37 was the expenditure for road resurfacing.

Again during a state election year, 1934, the figure jumped from \$164,108.37 to \$197,244.40.

The purpose of such a Curley-Feeney maneuver is not plain, but the source of this information claimed that the revelations in the near future would surpass the excitement occasioned by the governor's recent removals.

The boys are taking no chances. It is not a pleasant feeling to be served with a subpoena by a uniformed state trooper. The commotion raised by Governor Curley will probably result in accepting "with thanks" by the governor of several resignations within the next few months.

Racing Commission.

The sudden interest in the State Racing Commission, which in the budget recommendations requested an appropriation of almost \$200,000, might have been motivated because of the number of available appointments that group will have at its disposal within a few weeks.

Most Beacon Hillers predict drastic changes in the entire personnel of the commission.

Regardless of General Charles H. Cole's future actions, he will be remembered in Massachusetts politics as the defeated Walsh-Ely candidate for the governorship. His actions will always be questioned by the suspecting as being inspired by advice from Westfield, or from the Washington office of Senator Walsh.

Around the State House it is just a question of time before Governor Curley will be appointing Cole's successor.

Free Bulbs.

When State Senator Joseph A. Langone is working quietly it is common news. This time, it is understood that the House chairman of the Senator Langone's pet committee on Public Welfare, Representative John W. Lasell of Whitinsville, will be the next recipient of a Langonian speech.

It is known that Representative Lasell's vote against substitution of the adverse report of the bill requiring the electric companies to furnish, without charge, electric light bulbs is serving as the inspiration of Senator Langone's latest outburst.

Langone has been waiting patiently for an opportunity of censuring Lasell because of the latter's revolt against the former's domination of the committee on Public Welfare.

ENTERPRISE
Brockton, Mass.

FEB 27 1935

Brotherhood Activities

Sec.-Treas. Collins, a member of the committee named recently by Commissioner of Correction Arthur T. Lyman, attended a meeting of this committee held Monday afternoon at the State House in Boston. The committee is to study prison industries.

A meeting of Gov. Curley's committee named to study plans for increasing the shoe business in Massachusetts will be held Thursday at the State House. Adviser Goodwin, and Charles E. Moore of the Geo. E. Keith Co., are member of this committee. Pres. Murphy and Sec.-Treas. Collins are planning to attend this meeting.

The opening class in the Brotherhood school assembled Monday night at Brotherhood headquarters. The class, which was held for the purpose of studying current events, will meet in the future on Saturday afternoons from 2 to 4 o'clock. The committee in charge of the school, named by Pres. Murphy, will meet to-night. This committee includes: Mrs. Theresa Gold, chairman; William Principe, Louis Bloomberg, Olive Broadbent, James Curley and Loretta Dunphy.

Are Heard at State House

Given Opportunity This Afternoon to Tell of Problems

(By The Associated Press)

BOSTON, Feb. 27.—Governor Curley's special committee to study conditions in the boot and shoe industry today opens a series of three hearings.

The manufacturers will have the floor at this afternoon's session. Workers will be heard tomorrow. Friday, the committee will hold a conference with members of the legislature who represent shoe communities.

The committee, headed by Dean Gleason L. Archer of the Suffolk Law School, was created to study conditions in the industry and recommend ways to halt the exodus of Massachusetts factories to small rural communities.

Massachusetts is paying more than its share toward farm recovery—that's the belief of Ralph W. Robart, state director of the division of necessities of life.

Robart leaves for Washington today to present his complaint to the administration and the Massachusetts congressional delegation.

In a letter to state representatives Dorgan and Aspell, both of Boston, Robart said: "We of Massachusetts are paying heavily for agricultural adjustment. It is apparent that the purpose of the act has not materialized in this Commonwealth—the purpose being to provide a farmer purchasing power from which he could buy industrial produce in the city and thereby create employment in the city and a purchasing power capable of meeting advanced farm prices."

The food bill in Massachusetts has increased \$350,000,000 a year above February, 1933, Robart said.

GAZETTE
Haverhill, Mass.

FEB 27 1935

Mayor Mansfield Warns Dog Track Interests He Will Fight Racing to Last Ditch

BOSTON—Mayor Mansfield issued a warning yesterday to anyone who may receive a license to operate a dog track in Boston that he will take all legal means to prevent such a track doing business.

Cornelius J. "Tubber" Cronin of Cambridge was elected by a 2 to 1 vote of the state racing commission yesterday to replace Lawrence J. Bresnahan as assistant secretary to the commission.

Representatives of the Boston Garden attended a private hearing at the racing commission office on their application to operate a dog track in the Garden.

These are the latest developments in the row over licenses to operate dog tracks in South Boston, Cambridge, Methuen and Dighton.

Mayor Mansfield said Section 33 and 34 of Chapter 271 of the General Laws, which prohibit the erection of a dog track without consent of the mayor, city solicitor and building commission, would be invoked to bar such tracks.

"In all fairness to the holders of such licenses," said Mayor Mansfield, "they are being warned now before they spend substantial sums of money in erecting tracks, of the existence of this law and my intention to resort to this and every other legitimate means to prevent the establishment of such tracks in Boston."

But the Old Harbor Kennel Club which was granted a license to operate a dog track in South Boston was still confident a track would be erected on the Old Colony boulevard site. The Boston Garden, if it gets a license is also expected to build a track.

At the commission meeting yesterday afternoon Commissioners Connors and Ensign voted in favor of Cronin, while General Cole voted against him. Cronin will start work March 1.

General Cole again refused to comment on his reported determination to resign. Although he removed his personal belongings from his desk he said it was still possible to bring them back.

Meanwhile, James T. Purcell, who is Governor Curley's choice to succeed General Cole as chairman of the commission, is planning to leave for West Palm Beach to join the Governor. His appointment is not expected to be announced for approximately two weeks.

Objection to the granting of a dog racing license in Cambridge is contained in a letter which Senator Charles T. Cavanagh of Cambridge sent yesterday afternoon to Gov. Curley.

Beaches and Andover Petitions Are Aired

The legislative committee on rules gave a hearing yesterday afternoon on the petition of Representatives James F. Tobin and Edward A. Coffey of Boston for the creation of a special commission to study the beaches on the North Shore, especially Swampscott and Manchester, for the purpose of giving the public more opportunities for enjoying those resorts. The petitioners alleged that people from outside those towns are restricted from using the beaches.

Vigorous opposition was offered by Senator Cornelius F. Haley of Rowley, Harry D. Linscott, town counsel for Swampscott, Representative Herbert W. Urquhart of Georgetown, selectmen of Manchester and Swampscott, and others. About 40 others in the room rose to show their disapproval of the petition.

The objectors to the proposed legislation said Singing Beach at Manchester, and Kings Beach and Fisherman's Beach at Swampscott had always been open to the public and that the only beach which was limited in use was Preston Beach.

The committee heard also the petition of Ralph W. Emerson of Andover for the appointment of a committee to investigate the abandonment by the state of its plan for erecting an institution for the feeble-minded in Andover. Mr. Emerson wanted particularly to know why Phillips Andover in Andover had paid the state \$10,000 to give up the proposed institution.

Claude L. Allen, representing Phillips Academy, said the facts were well known. The trustees of the academy gave the state \$10,000 to reimburse it in part for its expenditures in acquiring options on property, which options were not exercised.

Mr. Allen said there had been no concealment of the fact that the trustees of the academy thought the location of a State institution in the town would injure the academy and did what they could to prevent it. They convinced Governor Ely of the justice of their cause.

"Don't Need Statistics, But Enforcement"

Fixing of automobile cases was denounced yesterday by Registrar of Motor Vehicles Goodwin before the legislative committee on "highways and motor vehicles. Motor vehicle accidents could be reduced 30 percent in the next year by adopting a 100 percent "no fix" policy, Goodwin said.

Mr. Goodwin was opposing a bill for an investigation of the accident situation, by a special commission, sponsored by Col. J. M. Moorhead of the ERA highway traffic research.

"We don't need any more statistics," Goodwin said. "It is wholly a problem of law enforcement. We have got to force safe driving on those who are not so disposed."

Repeal by the Right-of-Way law was opposed by Sidney S. von Loesche, counsel for the Automobile Legal association.

Mr. Goodwin told the legislative committee on the judiciary he favored the repeal of the compulsory automobile insurance law unless a state fund were established and the business taken from the insurance companies. Mr. Goodwin said the law had become a "racket" for doctors and lawyers.

Charles C. O'Donnell of Lynn favored an indemnity plan to be administered by a commission.

John W. Cronin, representing the Boston Automobile club, vigorously opposed any indemnity plan. He also attacked the financial responsibility plan for the reason that it does not adequately protect the pedestrian.

STATE HOUSE BRIEFS

More than 300 men and women attended the hearing yesterday before the legislative committee on highways and motor vehicles in the Gardner auditorium, State House, on a bill for the construction of a highway and rapid transit system connecting Boston, Somerville, Cambridge and Arlington, involving the expenditure of approximately \$20,000,000. The bill was filed by the Massachusetts Improvement association and was explained by Van Ness Bates. It was stated that 10,000 men would be employed for about two years. Fifty per cent of the expense would be met by the Federal government, it was said.

Ralph W. Robart, state director of the necessities of life division, yesterday charged that Massachusetts is paying more than its fair share toward farm recovery, in a letter to Representatives Thomas Dorgan and John F. Aspell, both of Boston. Director Robart will go to Washington today to present the complaint before the Administration and the Massachusetts Congressional delegation. The food bill in Massachusetts has increased approximately \$350,000,000 a year above February, 1933, Robart declares.

Destruction of the textile industry, removal of many plants from Massachusetts and the loss of Boston's position as a raw wool centre, would follow the passage of a bill authorizing local taxation of stock in trade and fixtures of business corporations, the legislative committee on taxation was told yesterday. B. Loring Young, representing the Associated Industries of Massachusetts, described the bill as "unsound, unworkable and absolutely destructive."

A favorable report on the bill prohibiting the employment of aliens by the state or counties was voted yesterday by the legislative committee on public service. The bill, filed by Representative Bernard P. Casey, Dorchester, would take effect Sept. 1 next. There are now 457 aliens employed in the department of mental diseases alone, says Representative Casey, and a total of 700 in all state departments.

Armstead H. Dixon, a popular member of the superintendent of buildings department at the State House, completed yesterday 18 years of service and retired under the age-limit law. Although 70 years old, Mr. Dixon appears much younger.

The legislative committee on state administration reported a bill yesterday providing the entire cost of maintaining the state department of public utilities shall be borne by the state. The bill was filed by Representative Edward J. Kelley of Worcester and is based on a recommendation in Governor Curley's inaugural address. Under the existing law the salaries of members of the commission are paid in part by the gas and electric companies, which the department supervises. The committee voted against four bills providing for the abolition of the commission and the substitution of a new body.

Further restriction of lobbyists in the State House is envisioned in a petition filed yesterday by Representative Timothy J. Murphy of Boston, and advocated before the joint committee on rules. Lobbyists would be barred from the Senate floor, House

gallery and from all rooms except public hearing rooms directly connected with their business, under this bill.

An increase of 768 in Massachusetts automobile registration in January over the same month last year was reported yesterday by the registry of motor vehicles. During last month 500,172 cars were registered. The increase was due to a greater demand for commercial vehicles. The passenger car registrations for January were 422,929, compared to 425,194 during January of last year, a decrease in this class of 2865 cars.

Further opposition to a bill establishing state codes was heard yesterday by the Legislative committee on Labor and Industries from B. Loring Young, legislative counsel for the Associated Industries of Massachusetts. The bill would empower the Governor to approve codes of fair competition for trades and industries in the state.

Investigation by a commission of the creation of a Greater Boston to include nearby municipalities was enthusiastically indorsed yesterday by Mayor Mansfield of Boston and as roundly criticized by a score of speakers representing the cities and towns which would be affected.

TIMES
Gloucester, Mass.
FEB 27 1935

CAPITOL CORRIDOR CHATTER

A BEACON HILL FEATURE

State House, Boston, February 26.—Numerous Republican legislators are peeved at the publicity department of the newly reorganized Republican state committee and its hereditary adjunct, the Republican club of Massachusetts.

The discontented group in the G. O. P. ranks claims that the state committee is boosting Senator Henry Parkman, Republican, Representative Leverett Saltonstall, Robert Bushnell and one or two other favorites in weekly releases to certain Republican newspapers.

According to the peevish group, this inspired publicity is entitled, "Under the State House Dome."

Jobs.

This disapproval in the Republican fold is equalled by the mutterings of a certain group in the Democratic family on Beacon Hill.

The Democratic condemnation is not the result of publicity. Their complaints, although not completely acknowledged, derive their source from the little satisfaction their requests for jobs are receiving from Governor Curley's office.

The old mayoral story of "wait until the budget is passed," does not receive the ready reception accorded this tale a few years ago. Today, if the jobs are not forthcoming, every refusal awaits an opportunity for vengeance.

On Beacon Hill little satisfaction can be had at the expense of the executive department.

Revolt.

Those actually in close touch with the situation readily vision a revolt among the Democratic Senate and House members.

The incipient seed was planted in the minds of a number of the political minded when Governor Curley appointed such Republicans as Frank Goodwin and "Dick" Grant to important positions. This is not the chief reason for certain Boston Curley Democrats complaining.

The valid reason, according to the Boston politicians, is that Governor Curley is rewarding the fair haired group in the Boston branch of the party ahead of others. One of the complaints originates around Maurice Tobin, chairman of the Boston school committee.

It seems that teeth were gnashed when certain of the boys learned that the new police commissioner of Boston, Eugene McSweeney, intended to appoint Tobin's brother, Jimmy as his secretary.

Ward.

Another reason for complaint is Michael James, not James Michael Curley, but Representative Michael James Ward of the South End section of Boston.

Mention of Representative Ward's name brings to mind that in the Smith-Roosevelt contest for delegates the former U. S. Deputy marshal was the only Curley man who could boast in Boston's Tammany club that his precincts returned Roosevelt a victory over the idol of Massachusetts Democracy, Alfred E. Smith.

It has been said for weeks that Ward, who is a relative of the late Mary E. Curley, was not on friendly terms with the governor. This was proven when "Dick" Grant mentioned Ward in his radio talk in connection with the Cosmos club scandal.

Since then, Ward has been forced to devote his full time as a state representative, instead of being the chief deputy in Marshal John J. Murphy's office in the new Federal building.

Representative Ward is not without his friends in the legislature. When the time comes, Representative Ward may prove to be one of the leaders of the anti-Curley rebellion.

Resurfacing Contracts.

It has been whispered along the corridors that the State Board of Tax Appeals will next feel the blade of the Curley axe. This is a matter of hazarding a guess.

However, there seems to be some agreement that the inquisitor in the executive department's official family, John P. Feeney, is devoting some time to investigating certain resurfacing contracts in the Metropolitan district commission.

The records for the last few years

reveal that in 1932, \$270,180.90 was expended for this kind of work. A coincidence is that 1932 was a state election year. It is noted that in the year following the state election, 1933, but \$164,108.37 was the expenditure for road resurfacing.

Again during a state election year, 1934, the figure jumped from \$164,108.37 to \$197,244.40.

The purpose of such a Curley-Feeney maneuver is not plain, but the source of this information claimed that the revelations in the near future would surpass the excitement occasioned by the governor's recent removals.

The boys are taking no chances. It is not a pleasant feeling to be served with a subpoena by a uniformed state trooper. The commotion raised by Governor Curley will probably result in accepting "with thanks" by the governor of several resignations within the next few months.

Racing Commission.

The sudden interest in the State Racing Commission, which in the budget recommendations requested an appropriation of almost \$200,000, might have been motivated because of the number of available appointments that group will have at its disposal within a few weeks.

Most Beacon Hillers predict drastic changes in the entire personnel of the commission.

Regardless of General Charles H. Cole's future actions, he will be remembered in Massachusetts politics as the defeated Walsh-Ely candidate for the governorship. His actions will always be questioned by the suspecting as being inspired by advice from Westfield, or from the Washington office of Senator Walsh.

Around the State House it is just a question of time before Governor Curley will be appointing Cole's successor.

Free Bulbs.

When State Senator Joseph A. Langone is working quietly it is common news. This time, it is understood that the House chairman of the Senator Langone's pet committee on Public Welfare, Representative John W. Lasell of Whitinsville, will be the next recipient of a Langonian speech.

It is known that Representative Lasell's vote against substitution of the adverse report of the bill requiring the electric companies to furnish, without charge, electric light bulbs is serving as the inspiration of Senator Langone's latest outburst.

Langone has been waiting patiently for an opportunity of censuring Lasell because of the latter's revolt against the former's domination of the committee on Public Welfare.

ENTERPRISE
Brockton, Mass.

FEB 27 1935

Brotherhood Activities

Sec.-Treas. Collins, a member of the committee named recently by Commissioner of Correction Arthur T. Lyman, attended a meeting of this committee held Monday afternoon at the State House in Boston. The committee is to study prison industries.

A meeting of Gov. Curley's committee named to study plans for increasing the shoe business in Massachusetts will be held Thursday at the State House. Adviser Goodwin, and Charles E. Moore of the Geo. E. Keith Co., are member of this committee. Pres. Murphy and Sec.-Treas. Collins are planning to attend this meeting.

The opening class in the Brotherhood school assembled Monday night

BOSTON MASS.

GAZETTE
Taunton, Mass.

FEB 27 1935

Shoe Makers Are Heard at State House

Given Opportunity This Afternoon to Tell of Problems

(By The Associated Press)

BOSTON, Feb. 27.—Governor Curley's special committee to study conditions in the boot and shoe industry today opens a series of three hearings.

The manufacturers will have the floor at this afternoon's session. Workers will be heard tomorrow. Friday, the committee will hold a conference with members of the legislature who represent shoe communities.

The committee, headed by Dean Gleason L. Archer of the Suffolk Law School, was created to study conditions in the industry and recommend ways to halt the exodus of Massachusetts factories to small rural communities.

Massachusetts is paying more than its share toward farm recovery—that's the belief of Ralph W. Robart, state director of the division of necessities of life.

Robart leaves for Washington today to present his complaint to the administration and the Massachusetts congressional delegation.

In a letter to state representatives Dorgan and Aspell, both of Boston, Robart said: "We of Massachusetts are paying heavily for agricultural adjustment. It is apparent that the purpose of the act has not materialized in this Commonwealth—the purpose being to provide a farmer purchasing power from which he could buy industrial produce in the city and thereby create employment in the city and a purchasing power capable of meeting advanced farm prices."

The food bill in Massachusetts has increased \$250,000,000 a year above February, 1933, Robart said.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Newburyport, Mass.
FEB 27 1935

A STATE NRA ACT.

Governor James M. Curley in his inaugural message called for a state NRA act. He said it was necessary for the success of the national recovery act. He also said that 18 states had already passed such state recovery acts. He probably did not know that New Jersey had already suspended her act on the ground that "the people were opposed to price fixing and the deputizing of certain ambitious elements in the various industries to interfere with the regulation of business. It (the act) leads to monopoly and hinders recovery." Yet Governor Curley thinks we should bind this state with this recovery-hindering act.

Agreeable to his promise, Governor Curley has had a bill (Senate No. 356) introduced in the legislature which binds this state to all past and also future provisions of the NRA. This controversial measure has already been declared dead by the man who put it on the map. It is under investigation in the Senate. It is bitterly criticized by both labor and capital. Yet in his blind worship of President Roosevelt, Mr. Curley wants Massachusetts to follow the dictates of this outmoded and discredited act. The legislators of the state should see to it that they kill Senate No. 356. President Roosevelt has already recommended that jail sentences be taken out of the provisions of the national NRA, but Governor Curley saddles jail sentences on the luckless violators of the proposed Massachusetts NRA. We may yet see frightened tailors sent to jail in this state for charging 35 cents for pressing pants instead of 45.

The state should preserve all its rights and not blindly sign them away to support an expedient of the Great Experimenter. The Curley bill adds this clause that "any person whose interests may be affected may institute a suit to prevent and restrain any violations of this act." Complete legal protection is already given to every inhabitant of Massachusetts without this encouraging the holder of every fancied grievance to sue a manufacturer or employer for alleged violations of this proposed MNRA. Massachusetts has never yet been a rubber stamp state. We doubt the constitutionality of any bill which binds us to obey all future changes of the NRA. The legislators will do well to kill this bill.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Newburyport, Mass.

FEB 27 1935

Audit Bureau of Circulations
Entered at the postoffice at Newburyport, Mass., as second-class matter.

WEDNESDAY, FEBRUARY 27, 1935

DOG RACING UNDER FIRE.

The minute the racing commission decided on three communities in which dog racing was to be allowed, a loud howl of protest was heard. Methuen has a right to protest for it voted against dog racing, but why should South Boston and Cambridge which carelessly voted for it, now protest when the racing commission grants dog racing licenses in their midst? Of course the whole state made a gigantic error when it voted to legalize dog racing. It did not know what it was voting about. Now that the prospect of actual dog racing dawns on the unfortunate communities where licenses are granted, these towns and cities, as well as the whole state, begin to realize the great mistake they made when they legalized dog racing. The same conclusion will be quickly reached when horse race gambling gets under way.

The Catholic priest who condemns dog racing with its attendant brutal training, in his parish in Cambridge, has our sympathy, yet what parish in the state would welcome this iniquity? It is doubtful if the racing commission could have made any selections which would not have been protested. Almost every community with moronic intelligence voted for dog racing, but almost every community would also protest volubly if the dog racing were to be done in its precinct. The legislature would wisely start a referendum revoking the right to run dog racing for gambling purposes. Dog racing is already doomed. The only discussion is whether it will die in two years or four.

The Cambridge clergyman may be a little harsh when he says that General Charles Cole placed dog racing in Cambridge because that city preferred James M. Curley for governor, but he is right when he says that dog racing is a menace to any community and its followers are of low mentality. In fact, it would seem to require the intellect of the lowest type to enjoy the spectacle of hungry greyhounds deceitfully chasing an electric rabbit. Everybody who knows anything about dog racing knows that it is full of "deceits, chicanery and gambling," as this earnest Cambridge priest claims. It impoverishes any city in which it is situated. All three communities are vigorously fighting this imposition, and any other three communities would also protest this nuisance. Friends of democracy have a task before them in defending the vote of the people last fall to allow legalized dog race gambling in this state. The morale of our Commonwealth was at a low ebb. It was lucky that the Ten Commandments did not come as a referendum on the ballot.

Press Clipping Service
2 Park Square
BOSTON MASS.

TIMES
Gloucester, Mass.
FEB 27 1935

WEDNESDAY, FEBRUARY 27, 1935.

A STATE NRA ACT

Governor James Curley in his inaugural message called for a state NRA act. He said it was necessary for the success of the national recovery act. He also said that 18 states had already passed such state recovery acts. He probably did not know that New Jersey had already suspended her act on the ground that "the people were opposed to price fixing and the deputizing of certain ambitious elements in the various industries to interfere with the regulation of business. It (the act) leads to monopoly and hinders recovery." Yet Governor Curley thinks we should bind this state with this recovery hindering act.

Agreeable to his promise Governor Curley has had a bill (Senate No. 356) introduced in the legislature which binds this state to all past and also future provisions of the NRA. This controversial measure has already been declared dead by the man who put it on the map. It is under investigation in the Senate. It is bitterly criticized by both labor and capital. Yet in his blind worship of President Roosevelt, Mr. Curley wants Massachusetts to follow the dictates of this outmoded and discredited act. The legislators of the state should see to it that they kill Senate No. 356. President Roosevelt has already recommended that jail sentences be taken out of the provisions of the national NRA, but Governor Curley saddles jail sentences on the luckless violators of the proposed Massachusetts NRA. We may yet see frightened tailors sent to jail for charging 35 cents for pressing pants instead of 45 cents.

The state should preserve all its rights and not blindly sign them away to support an expedient of the Great Experimenter? The Curley bill adds this clause that "any person whose interests may be affected may institute a suit to prevent and restrain any violations of this act. Complete legal protection is already given to every inhabitant of Massachusetts without this encouraging the holder of every fancied grievance to sue a manufacturer or employer for alleged violations of this proposed MNRA. Massachusetts has never yet been a rubber stamp state. We doubt the constitutionality of any bill which binds us to obey all future changes of the NRA. Our legislators will do well to kill this bill.

MANAGER DOLLARS

ENTERPRISE
Marlboro, Mass.

FEB 27 1935

Heard About Town

DOLLAR DAYS Begin Tomorrow

* * * * *

Musican Frank Newell complaining of unearthly tunes played nightly on Chestnut street, between Howland and Norwood, by congregation of courting cats. The neighborhood is suffering 100 per cent from insomnia he wails.

* * * * *

Hedman Jack Carpenter of Marlboro Brant Club led hurried trip to shack at West Dennis on report that some one had broken into place and found inside wrecked by rough-house gang of kids or inebriates. Edifice entered by front door, but NOT broken into. One of members LEFT IT OPEN at close of duck hunting season last Fall. The Spring fishing trip will now have to include a grand sweep with brooms.

* * * * *

Talking of grand sweeps, what is being done about getting an old fashioned hand pump for the fire-fighting enthusiasts of the burg? There's lots of talk, but so far no action.

* * * * *

We oughta have a hand tub for the 275th anniversary of the founding of this beautiful Highland City. One of the features of the celebration this Summer will be a FIREMEN'S MUSTER.

* * * * *

The Water and Sewerage Commission showed the community quick action in response to Mayor Lyons curt note of Saturday when they voted the \$62,000 needed in order to get the \$72,000 from Uncle Sam for water system improvement. There will be a total of about \$132,000 spent for extension of mains in six projects with work for many Marlboro men.

Mayor Lyons explained that he is very anxious to improve the fire protection about factories because he feels it is necessary to safeguard the jobs of local shoe workers. If one should burn down, hizzonner points out, it would never be rebuilt. Anyway, we got 'em; let's keep 'em, he says.

* * * * *

When the Happy Hollow members and their ladies were waiting for Governor's Battler Dick Grant last night in Moose Hall, he was speeding to Florida from Washington with his chief so the local crowd missed a rip-roaring talk, but his assistant, Under Secretary John Barkus spoke for him. Dick will be out to Marlboro some time when he gets back.

* * * * *

Artist Ludovic Coombs who has the contract for repainting the Enterprise sign has determined to use only one color—Mayoralty Candidate Paul Shaughnessy returned from Washington where he pow-wowed with Senator Walsh—Nothing new on postmastership—Local 10 still confident but WORRIED—FERA work going well interesting many young people with healthful athletics—Some day we should have combination public auditorium and gymnasium—Hudson Legion lost another match to Marlboro in the card tournament played in that town last night so next week they are going to send the Auxiliary here to play for them—Marlboro still admits Hudson is the champion on hospitality—

John Monahan of the Pastime is running a Walkathon in his dance hall, Moseley's on the Charles—The Hamlin Machine Company is running well—Bobbie Morse hoping for early spring to bring out prancing steed—

ENTERPRISE
Marlboro, Mass.

FEB 27 1935

MAYOR LYONS TO SEEK RE-ELECTION THIRD TIME

Announced His Candidacy at Banquet of the
Happy Hollow Club; Attorney John Bakus,
of Governor's Secretarial Staff, Speaker

SAYS SHOE CODE TO BE REVISED

Will be Better Policed to Aid Massachusetts
Industry; Congressman Casey Comes
From Washington to Attend

Marlboro—Mayor Charles A. Lyons publicly announced his candidacy for re-election last night at the first annual dinner dance sponsored by the Happy Hollow club which was held in Moose Hall. The affair was a decided success with every seat in the hall filled. Mayor Lyons, a member of the organization, paid high tribute to the club and thanked each and every one for their support. He broached his intention to seek re-election by saying he hoped that every one would consider him worthy to receive their support in the coming campaign. About 300 attended the affair.

Cong. Casey Present

The address of welcome was given by the club president, Joseph A. Gallagher, who gave a brief outline of the history of the club while the speakers were introduced by Michael Doyle, toastmaster. Seated at the head table were Congressman Joseph E. Casey of Clinton, the principal speaker of the evening, Attorney John H. Backus, assistant secretary to Governor James M. Curley who came here in place of Richard Grant, the Governor's secretary, who was unable to attend; Representative John F. Manning of this city, Mayor Charles A. Lyons, Civil Service Commissioner James M. Hurley, Attorney C. Edward Rowe of Athol, Anthony O'Malley of Clinton, member of the Metropolitan District Commission, William McGrath of Worcester and George Roberts, vice president of the club.

(Continued on Page 3)

Framingham. The committee in charge was headed by Michael Doyle who was assisted by Joseph Gallagher, president, George Roberts, vice president, Joseph Sellar, Earl Bill, Joseph Hannigan, Frank Roberts, Joseph Roberts, Elmer Hurd, Thomas Brigham, Augustus Hanley, John Hanley, Louis Grenier, Mayor Charles A. Lyons, Clifton Sowerby, Edward Laporte, Cornelius Hanley, John Werner, Harry Hutch, John Geary, Francis Brigham and William Berton.

TELEGRAM
Worcester, Mass.

FEB 27 1935

Rival Curley Clubs Set to Plead Again

Still Foes; Charter Move
Comes Up Tomorrow

The hostility between rival Curley factions of the city appeared far from settled last night as they prepared to go before Henry F. Long, state commissioner of corporations, a second time tomorrow on petitions for Curley club charters. The first hearing ended with Commissioner Long recommending that the two groups patch up their differences and appear in two weeks. The first hearing reached such a pitch that one woman fainted.

According to reports last night, the club of which Mrs. Anna A. Sharry is the prime organizer, will have a delegation of 58 members at the hearing. Two special busses have been chartered. This group, seeking a charter as "The Curley club of Worcester," is said to have among its members a majority of the Curley delegates from Worcester and the Democratic pre-primary convention last Summer as well as a majority of the original Curley campaign committee in this city.

This organization, when first conceived more than a month ago, was approved by Governor Curley, and it is understood Mrs. Sharry plans to stick by her guns until instructed by the Governor to do otherwise.

The rival group, known as the "James M. Curley club," sprang up about the same time, with Councilman Maurice V. O'Toole, Worcester campaign manager for Mr. Curley, at its head and Mrs. Margaret X. O'Brien as chairman of the women's division. This club, members say, is a renewal of the original Curley campaign committee.

The rivalry centers around Mrs. Sharry and Mrs. O'Brien, who were principals in the dispute at the first hearing. Both Mrs. Sharry and Mrs. O'Brien were members

Continued on Page Sixteen

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Worcester, Mass.

FEB 27 1935

WEDNESDAY, FEBRUARY 27, 1935.

Curley Budget The average citizen who in the long run must foot all government bills cannot but be cheered by word from the State House that the joint ways and means committee is skeptical regarding some of the items in Governor Curley's budget. The particulars are not altogether clear, but mention is made of committee objections to the additional clerical help for the Governor and Lieutenant Governor and to the proposed appropriation of \$100,000 for the purchase of a CCC camp site.

The committee, apparently, is proceeding in the right direction, but it hasn't proceeded far—certainly not anywhere near far enough—if it has confined itself to those two spending items. There are other items which call for scrutiny, other spending items; for it is the spending which must be curtailed.

Those who understand and appreciate such works of art as budgets assert that the Curley budget is technically a good one. We are constrained to let that pass without argument. Whatever its technical virtues, it has, to our mind, one grievous flaw. It calls for the expenditure of \$3,000,000 more than the Ely budget called for a year ago. And that, we hold, is some flaw at a time when public revenues are ebbing for the very painful reason that private revenues, from which the public revenues must be snatched, are ebbing, too.

With our whole economic system in a precarious condition and the doctors disagreeing on their hourly bulletins from the sick-room, it cannot be other than folly of the sappiest sort to have our politician-rulers throwing the public's money around like drunken sailors.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 27 1935

laughtn launt.

EDITORIAL NOTES

Florida crashed long before the rest of the country. As far back as 1927 it was in the throes of deepest business depression. Today folks are looking for accommodations down there. First down. First up.

If any example were needed of the thoughtlessness of voters it is to be found in the vote of the state favoring by sizeable majorities the licensing of both horse and dog racing tracks. But everywhere it is proposed to construct a dog racing track the same voters who helped approve the act, bitterly oppose it.

This is the 122d anniversary of the birth of Henry Wadsworth Longfellow, whom Poe called a plagiarist, but who, because he was a good story teller, has endeared his memory to children. And grownups too.

White collar workers are scarcer since the manufacturers of shirts settled on blue as a standard.

Governor Curley was right in vetoing the bill calling for a guard for every two cars of Boston's rapid transit trains. This would boost the cost of running the same trains \$135,000, and would have no effect on shutting the doors in the faces of prospective passengers.

A turkey dinner was served by the Kendall Hotel, caterers, of Framingham. The committee in charge was headed by Michael Doyle who was assisted by Joseph Gallagher, president, George Roberts, vice president, Joseph Sellar, Earl Bill, Joseph Hannigan, Frank Roberts, Joseph Roberts, Elmer Hurd, Thomas Brigham, Augustus Hanley, John Hanley, Louis Grenier, Mayor Charles A. Lyons, Clifton Sowerby, Edward Laporte, Cornelius Hanley, John Werner, Harry Hutch, John Geary, Francis Brigham and William Berton.

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Worcester, Mass.

FEB 27 1935

WEDNESDAY, FEBRUARY 27, 1935.

**Curley
Budget**

The average citizen who in the long run must foot all government bills cannot but be cheered by word from the State House that the joint ways and means committee is skeptical regarding some of the items in Governor Curley's budget. The particulars are not altogether clear, but mention is made of committee objections to the additional clerical help for the Governor and Lieutenant Governor and to the proposed appropriation of \$100,000 for the purchase of a CCC camp site.

The committee, apparently, is proceeding in the right direction, but it hasn't proceeded far—certainly not anywhere near far enough—if it has confined itself to those two spending items. There are other items which call for scrutiny, other spending items; for it is the spending which must be curtailed.

Those who understand and appreciate such works of art as budgets assert that the Curley budget is technically a good one. We are constrained to let that pass without argument. Whatever its technical virtues, it has, to our mind, one grievous flaw. It calls for the expenditure of \$3,000,000 more than the Ely budget called for a year ago. And that, we hold, is some flaw at a time when public revenues are ebbing for the very painful reason that private revenues, from which the public revenues must be snatched, are ebbing, too.

With our whole economic system in a precarious condition and the doctors disagreeing on their hourly bulletins from the sick-room, it cannot be other than folly of the sappiest sort to have our politician-rulers throwing the public's money around like drunken sailors.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 27 1935

laughtn launt.

EDITORIAL NOTES

Florida crashed long before the rest of the country. As far back as 1927 it was in the throes of deepest business depression. Today folks are looking for accommodations down there. First down. First up.

If any example were needed of the thoughtlessness of voters it is to be found in the vote of the state favoring by sizeable majorities the licensing of both horse and dog racing tracks. But everywhere it is proposed to construct a dog racing track the same voters who helped approve the act, bitterly oppose it.

This is the 122d anniversary of the birth of Henry Wadsworth Longfellow, whom Poe called a plagiarist, but who, because he was a good story teller, has endeared his memory to children. And grownups too.

White collar workers are scarcer since the manufacturers of shirts settled on blue as a standard.

Governor Curley was right in vetoing the bill calling for a guard for every two cars of Boston's rapid transit trains. This would boost the cost of running the same trains \$135,000, and would have no effect on shutting the doors in the faces of prospective passengers.

Press Clipping Service
2 Park Square
BOSTON MASS.

GAZETTE
Worcester, Mass.

FEB 27 1935

Slam is Handed To Curley Aide

Lasell Refers to Grant as "Governor" at Hearing on Executive's Penal Recommendations, Which Include Abandoning Charlestown Prison—Lyman Tells of Report on Prisons Made by Former Senator—Classification Is Advocated

By CLINTON P. ROWE
Gazette State House Reporter

BOSTON, Feb. 27.—Richard D. Grant, secretary to Governor Curley, was handed a satirical slam today by Representative John W. Lasell of Northbridge, chairman of the committee on public welfare, during a hearing relative to the Governor's penal recommendations, including abandonment of Charlestown state prison.

As Arthur T. Lyman, state commissioner of correction, rose to address the committee Lasell, who was presiding, asked the commissioner if he represented the Governor.

"I do not," Lyman replied.

"Do you know whether Governor Grant is going to be up here this morning?" Representative Lasell continued.

"No, I don't," Lyman replied.

Lyman told the committee Governor Curley had received a report

(Continued on Page Eleven)

reau for criminals June 21 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Worcester, Mass.

FEB 27 1935

ASSAIL 'GOV. GRANT' AND 'SECY. CURLEY'

BOSTON, Feb. 26 (AP)—State Rep. Edward P. Bacigalupo (D) of Boston tonight assailed "Governor Grant and Secretary Curley" for what he said was "a plot to destroy the character and reputation of Rep. Michael J. Ward of Roxbury."

He spoke at a Democratic dinner in a Boston hotel.

Bacigalupo, alluding to the forced resignation of Ward from his post as assistant United States marshal, said:

"Ward takes it on the chin because he's no stool pigeon."

Bacigalupo repeatedly referred to Governor Curley as "Secretary Curley" and his secretary, Richard Grant, as "Governor Grant."

"I do that knowingly," he said, "for as far as we legislators are concerned, we know that is the true condition in the executive department."

2 Park Square
BOSTON MASS.

POST
Worcester, Mass.

FEB 27 1935

Continued on Page Two

Boot and Shoe Hearing Before Curley Board

BOSTON, Feb. 27 (AP) — Governor Curley's special committee to study conditions in the boot and shoe industry today opens a series of three hearings.

The manufacturers will have the floor at this afternoon's session. Workers will be heard tomorrow. Friday, the committee will hold a conference with members of the Legislature who represents shoe communities.

The committee, headed by Dean Gleason L. Archer of the Suffolk Law School, was created to study conditions in the industry and recommend ways to halt the exodus of Massachusetts factories to small rural communities.

BOSTON, Feb. 27 (AP)—Richard H. Long, chairman of the Framingham committee on utility rates, told the legislative committee on power and light today that Massachusetts residents annually pay \$100,000,000 more than a "fair" price for public utility services.

Press Clipping Service
2 Park Square
BOSTON MASS.

EVENING UNION
Springfield, Mass.

FEB 27 1935

Saltonstall Cheered as State's "Next Governor"

Two Hundred Members of Legislature, Mostly Democrats, Denounce Curley and His Secretary, Richard D. Grant—Reprisals Are Threatened for Radio Attacks.

BOSTON, Feb. 27—After cheering a denunciation of Gov. Curley and his secretary, Richard D. Grant, more than 200 members of the Legislature, most of whom are Democrats, applauded Leverett Saltonstall, Republican Speaker of the House, as "the next Governor of the Commonwealth," at a meeting held last night at the Copley-Plaza Hotel.

Threats of reprisals against the Governor for permitting his secretary to deliver radio attacks upon members of the Legislature were hinted at the meeting, as speakers ridiculed the present administration on Beacon Hill as being operated by "Gov. Grant" and "Secretary Curley."

The denunciation of Gov. Curley and Grant was delivered by Rep. Edward P. Bacigalupo of the North End, a Democrat, who protested that "an unwarranted and undeserved attack" had been made over the radio recently by Secretary Grant against Rep. Michael J. Ward of Roxbury, who was a member of the Curley secretarial staff at City Hall for a number of years.

"Faith in 'Mike' Ward."

"Grant has been labelled consistently as the 'Governor of the Commonwealth,' and 'Curley the secretary,'" stated the North End representative, drawing cheers from his colleagues.

"Rep. Ward has taken this attack on the chin and said nothing, because he's no stool pigeon. But everyone has faith in 'Mike' Ward and he is esteemed as a loyal friend and an able official by the entire membership of the Legislature, Republican as well as Democrat," said Rep. Bacigalupo. "This present set-back, caused by a disagreement with his Excellency, the Governor, will not be a set-back for

Rep. Ward in the Legislature," he said.

At the conclusion of the address by Rep. Bacigalupo, the entire group of legislators stood up and cheered Rep. Ward. Later Speaker Saltonstall was cheered as members of the group hailed him as "the next Governor," when he was called upon to speak.

Although the legislators gathered at dinner to honor four of their recent colleagues who were promoted to the attorney-general's office, the legislative protest against Gov. Curley and his broadcasting secretary featured the meeting, as constant darts were tossed by the succeeding speakers at the executive department on Beacon Hill.

NEWS
Springfield, Mass.

FEB 27 1935

'Governor Grant' Episode Menaces Curley Program

Legislators Reported Ready to Reject All Proposals Submitted by Governor's Secretary

(Special Dispatch to The Daily News)

Boston, Feb. 27—The "Governor Grant" episode at the dinner of legislators at a Boston hotel last night bids fair to spread like wildfire. At the dinner, Representative Edward P. Bacigalupo of Boston used the "Gov Grant" expression and it was taken up by all, with wild cheering. Legislators openly expressed their resentment toward the governor's secretary, Richard D. Grant.

Today, the "harpoon" was out for Secretary Grant, and word was going around that anything Grant seeks will receive adverse action by the legislature. The incident threatens to endanger Gov. Curley's program.

Grant declined to comment today regarding the dinner incident—an in-

cident which is based on the statement of Representative Bacigalupo that there was a Curley "plot to destroy the character and reputation of Representative Michael J. Ward of Roxbury," formerly one of Curley's chief lieutenants. Bacigalupo referred to the removal of Ward as a deputy United States marshal because a gold badge he lost was found on the body of "Red" Sweeney, gangster, killed at a South end night club.

Today, during hearing on prison change proposals, recommended by Gov. Curley, with legislative committee on public welfare hearing, Correction Commissioner Arthur T. Lyman was speaking, when Representative

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 27 1935

SEES MILLENNIUM AT HAND.

To the Editor of The Republican:—

When The Republican has finally discovered and most graciously admits that Gov. Curley is "intelligent, prudent and judicious" concerning rate reductions, or, indeed, anything else for that matter, the long looked-for

millennium must be here, or, at least, as Mr Hoover would say, "Just around the corner"!

A. B. H.

Stockbridge, February 24, 1935.

Continued on Page Eight

Press Clipping
2 Park Square
BOSTON

WASHINGTON, Feb. 27 (INS)—President Roosevelt today faced labor relations board for a new textile code authority by the NTLA. The textile code authority is dominated by officers of the Cotton Textile Institute, the same share of the industry manufactured by the NTLA.

NEW TEXTILE LABOR BOARD IS DEMANDED

Office announcement. Alvord, according to the patent. All commercial improvements originally as by the department examined today in March, 1934. It was approved in March, 1934. The inventor filed application for the patent in March, 1934. The patent was issued today by the U. S. Patent Office. The patent was issued today by the U. S. Patent Office. The patent was issued today by the U. S. Patent Office.

MAHONEY SPEAKS AT SPRINGFIELD

Springfield, Feb. 27 (AP)—Mahoney spoke at Springfield today. He was accompanied by his wife and children. He spoke at the Springfield Armory. He spoke at the Springfield Armory. He spoke at the Springfield Armory.

AUTO GAS TANK CAPS PATENT IS GRANTED

Special Dispatch to The Gazette. NEW YORK, Feb. 27.—A patent for the invention of an automobile gas tank cap, which may be locked into position and making removal or loosening impossible without a key, was issued today by the U. S. Patent Office. The inventor filed application for the patent in March, 1934. The patent was issued today by the U. S. Patent Office.

SLAM IS HANDED TO CURLEY AIDE

(Continued from Page One)

relative to prison conditions from Lewis Parkhurst of Winchester, a former State Senator.

Favors Classification

Rep. Thomas Dillon of Cambridge asked Lasell what he had said in reference to Grant and the title used.

"Governor Grant," the Northbridge man answered.

Dillon let it go at that and asked Lyman if he thought Parkhurst would be willing to have a state prison built in Winchester, his home town. Lyman said he didn't know.

Lyman said the Concord reformatory lacks facilities for classification of prisoners and added Governor Curley is primarily interested in separating first offenders from hardened criminals.

Samuel A. Elliot of Cambridge, representing the Massachusetts Civic league, said there should be a special correctional institution for juveniles and first offenders. He claimed the Governor believes Charlestown State prison should be torn down and a classification bureau for criminals built on its site.

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Worcester, Mass.

FEB 27 1935

ASSAIL 'GOV. GRANT' AND 'SECY. CURLEY'

BOSTON, Feb. 26 (AP)—State Rep. Edward P. Bacigalupo (D) of Boston tonight assailed "Governor Grant and Secretary Curley" for what he said was "a plot to destroy the character and reputation of Rep. Michael J. Ward of Roxbury."

He spoke at a Democratic dinner in a Boston hotel.

Bacigalupo, alluding to the forced resignation of Ward from his post as assistant United States marshal, said:

"Ward takes it on the chin because he's no stool pigeon."

Bacigalupo repeatedly referred to Governor Curley as "Secretary Curley" and his secretary, Richard Grant, as "Governor Grant."

"I do that knowingly," he said, "for as far as we legislators are concerned, we know that is the true condition in the executive department."

Press Clipping Service
2 Park Square
BOSTON MASS.

POST

Worcester, Mass.

FEB 27 1935

Continued on Page Two

Boot and Shoe Hearing Before Curley Board

BOSTON, Feb. 27 (P)—Governor Curley's special committee to study conditions in the boot and shoe industry today opens a series of three hearings.

The manufacturers will have the floor at this afternoon's session. Workers will be heard tomorrow. Friday, the committee will hold a conference with members of the Legislature who represents shoe communities.

The committee, headed by Dean Gleason L. Archer of the Suffolk Law School, was created to study conditions in the industry and recommend ways to halt the exodus of Massachusetts factories to small rural communities.

BOSTON, Feb. 27 (AP)—Richard H. Long, chairman of the Framingham committee on utility rates, told the legislative committee on power and light today that Massachusetts residents annually pay \$100,000,000 more than a "fair" price for public utility services.

Press Clipping Service

2 Park Square
BOSTON MASS.

EVENING UNION

Springfield, Mass.

FEB 27 1935

Saltonstall Cheered as State's "Next Governor"

Two Hundred Members of Legislature, Mostly Democrats, Denounce Curley and His Secretary, Richard D. Grant—Reprisals Are Threatened for Radio Attacks.

BOSTON, Feb. 27—After cheering a denunciation of Gov. Curley and his secretary, Richard D. Grant, more than 200 members of the Legislature, most of whom are Democrats, applauded Leverett Saltonstall, Republican Speaker of the House, as "the next Governor of the Commonwealth," at a meeting held last night at the Copley-Plaza Hotel.

Threats of reprisals against the Governor for permitting his secretary to deliver radio attacks upon members of the Legislature were hinted at the meeting, as speakers ridiculed the present administration on Beacon Hill as being operated by "Gov. Grant" and "Secretary Curley."

The denunciation of Gov. Curley and Grant was delivered by Rep. Edward P. Bacigalupo of the North End, a Democrat, who protested that "an unwarranted and undeserved attack" had been made over the radio recently by Secretary Grant against Rep. Michael J. Ward of Roxbury, who was a member of the Curley secretarial staff at City Hall for a number of years.

"Faith in 'Mike' Ward."

"Grant has been labelled consistently as the 'Governor of the Commonwealth,' and 'Curley the secretary,'" stated the North End representative, drawing cheers from his colleagues.

"Rep. Ward has taken this attack on the chin and said nothing, because he's no stool pigeon. But everyone has faith in 'Mike' Ward and he is esteemed as a loyal friend and an able official by the entire membership of the Legislature, Republican as well as Democrat," said Rep. Bacigalupo. "This present set-back, caused by a disagreement with his Excellency, the Governor, will not be a set-back for

Rep. Ward in the Legislature," he said.

At the conclusion of the address by Rep. Bacigalupo, the entire group of legislators stood up and cheered Rep. Ward. Later Speaker Saltonstall was cheered as members of the group hailed him as "the next Governor," when he was called upon to speak.

Although the legislators gathered at dinner to honor four of their recent colleagues who were promoted to the attorney-general's office, the legislative protest against Gov. Curley and his broadcasting secretary featured the meeting, as constant darts were tossed by the succeeding speakers at the executive department on Beacon Hill.

NEWS

Springfield, Mass.

FEB 27 1935

'Governor Grant' Episode Menaces Curley Program

Legislators Reported Ready to Reject All Proposals Submitted by Governor's Secretary

(Special Dispatch to The Daily News)

Boston, Feb. 27—The "Governor Grant" episode at the dinner of legislators at a Boston hotel last night bids fair to spread like wildfire. At the dinner, Representative Edward P. Bacigalupo of Boston used the "Gov Grant" expression and it was taken up by all, with wild cheering. Legislators openly expressed their resentment toward the governor's secretary, Richard D. Grant.

Today, the "harpoon" was out for Secretary Grant, and word was going around that anything Grant seeks will receive adverse action by the legislature. The incident threatens to endanger Gov. Curley's program.

Grant declined to comment today regarding the dinner incident—an in-

cident which is based on the statement of Representative Bacigalupo that there was a Curley "plot to destroy the character and reputation of Representative Michael J. Ward of Roxbury," formerly one of Curley's chief lieutenants. Bacigalupo referred to the removal of Ward as a deputy United States marshal because a gold badge he lost was found on the body of "Red" Sweeney, gangster, killed at a South end night club.

Today, during hearing on prison change proposals, recommended by Gov. Curley, with legislative committee on public welfare hearing, Correction Commissioner Arthur T. Lyman was speaking, when Representative

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 27 1935

SEES MILLENNIUM AT HAND.

To the Editor of The Republican:—

When The Republican has finally discovered and most graciously admits that Gov. Curley is "intelligent, prudent and judicious" concerning rate reductions, or, indeed, anything else for that matter, the long looked-for

millennium must be here, or, at least, as Mr. Hoover would say, "Just around the corner"!

A. B. H.
Stockbridge, February 24, 1935.

Continued on Page Eight

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 27 1935

Our governor has so soon won the national championship in the frequency of his trips to the national capital. Some executives sometimes cannot be seen because they are "in conference"; Gov Curley often cannot be seen because he is in Washington. But he goes on the state's business.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
North Adams, Mass.

FEB 27 1935

eived.

On Beacon Hill

(By the Associated Press)
Today

House and Senate meet at 2 P. M. There will be no meeting of the executive council due to the absence of Governor Curley. The next meeting probably will be March 13.

The governor's special committee to study conditions in the boot and shoe industry hears manufacturers.

Committee on public welfare hears recommendations of the governor relative to housing of juvenile offenders, abandonment of the state prison, and establishment of additional quarters at Norfolk for persons convicted of felonies.

Yesterday

Mayor Mansfield of Boston appeared before the joint committee on rules to support the creation of a commission to study the incorporation of Boston and surrounding communities into a Greater Boston.

Governor Curley issued a proclamation calling for "proper observance" on March 5 as the 165th anniversary of the Boston Massacre.

Frank A. Goodwin, registrar of motor vehicles, urged the joint committee on judiciary to favor several bills which would repeal the present compulsory insurance law. He favored a state fund and if that cannot be established, repeal of the act.

Press Clipping Service
2 Park Square
BOSTON MASS.

EAGLE
Pittsfield, Mass.

FEB 27 1935

STATE HOUSE BRIEFS

BOSTON, Feb. 27 (P)—Executive officers of the Fall River and Lynn police departments appeared before the joint committee on judiciary today to oppose the Boston Bar Association's petition which would authorize the attorney general to call upon all local police agencies in the State in emergency periods.

Chief John Keavy, of Fall River, declared the governor now has this authority and pointed out that the proposed legislation was unnecessary. Lieutenant Inspector James J. Fee, of Lynn, also opposed the petition. James E. Swift, a representative of the Bar Association, urged passage of the bill and declared such legislation would be of great value in rounding up criminals.

No opposition was heard at a joint legislative committee on public safety hearing on three petitions for further regulation of boxing, wrestling and hockey exhibitions. Several proponents of the measures discussed the legislation.

Richard D. Grant, secretary to Governor James M. Curley, declined to comment concerning reference to him last night and today by legislators who described him as "Governor" Grant. Reference today came in a hearing held by the legislative committee on public affairs on Governor Curley's penal recommendations. While Arthur T. Lyman, State commissioner of correction, was speaking, Acting Committee Chairman John W. Lasell, of Northbridge, asked "whether Governor Grant" was going to appear before the committee.

Press Clipping Service
2 Park Square
BOSTON MASS.

STANDARD-TIMES
New Bedford, Mass.

FEB 27 1935

There is little that is new in the report of Lewis Parkhurst to Governor Curley on the prison situation. That the state prison at Charlestown is inadequate and in the wrong place has long been recognized; and surely there can be no dispute as to the soundness of Mr. Parkhurst's contention that possibly reclaimable young men should be separated from incorrigible and hardened criminals.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD-NEWS
Fall River, Mass.

FEB 27 1935

Curley, Grant Are Denounced

Present Administration Is
Ridiculed—Saltonstall
Cheered.

Legislators who are affiliated with both major parties joined in a scathing denunciation of Gov. James M. Curley and his executive secretary Richard D. Grant, at Boston last night.

They cheered Speaker Leverett T. Saltonstall (R) as the next Governor after Rep. Edard P. Bacigapulo had ridiculed the present administration as comprising "Governor Grant" and "Secretary Curley."

The attacks were upon radio addresses of Messrs. Curley and Grant and especially for their attack upon Rep. Michael J. Ward of Roxbury, a former loyal ally of the Governor. Rep. Bacigapulo said Mr. Ward was attacked because he "is not a stool pigeon" and predicted the administration opposition would react favorably to the Roxbury man.

The legislators were at a dinner to four former associates who have won office appointments from the present administration.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 28 1935



Cornelius H. Cronin, former Boston College athlete, shown at his desk today as he assumed his new duties as assistant secretary of the state racing commission, succeeding Lawrence Bresnahan, who was opposed by Governor.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Boston, Mass.

FEB 28 1935

He refused to name the architect of the site of the school in question, but declared he was willing to furnish a legislative committee with the facts.

CROSSCUP-PISHON TO HEAR GRANT

Richard D. Grant, secretary to Gov. Curley, will be guest speaker at a luncheon meeting of the Crosscup Pishon post, American Legion, to be held this noon in the lobby salon of the Hotel Bradford. Mr. Grant's subject will be "Doings on Beacon Hill."

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
Boston, Mass.

FEB 28 1935

Asks Police Report on Missing Youth

At the request of Mrs. William J. Mythen, of 89 Cottage avenue, Winthrop, mother of Robert Mythen, eighteen, missing from home since Christmas Eve, the governor's office today asked Police Commissioner Eugene M. McSweeney to report on what progress had been made in the case. The request was made through John H. Backus, assistant secretary to Governor Curley.

Mythen disappeared in Louisburg square, where he and two friends were listening to carolers and watching the Christmas Eve festivities of Beacon Hill. He has not been seen since then, and no trace of him has been found.

TRANSCRIPT
Boston, Mass.

FEB 28 1935

Gen. Cole Out of It

Resigning from the chairmanship of the State Racing Commission, General Charles H. Cole gives as his reason the interference by the governor with the employees of this new administrative body. It is a sound reason. The facts of the matter show that an agency of the State, which should be conducted in manner to inspire confidence in its personnel is being made an asylum for political workers who, however good may be their intentions, are not required to demonstrate any particular fitness for their jobs.

The State Racing Commission, by its apparent willingness to defy public sentiment in communities for which dog-racing licenses have been granted or requested, is already in bad standing with the responsible elements of the people. It has aroused a storm of indignation and protest the like of which has not been seen in this State for a long time. Now it is still further discredited by indications that it is to serve as part of a political machine instead of being removed from politics in the performance of work which should be free from all suspicions of ulterior motives. The only hopeful sign in this situation is that it hastens the day when a revolution in public sentiment shall force marked changes in the law which the voters endorsed last November in their ignorance of the troubles it would bring upon them.

General Cole is well out of it. He is to be congratulated upon his escape from what is well described by that common expression, "a nasty mess." It is an expression that obviously fits the case.

HERALD-NEWS
Fall River, Mass.

FEB 27 1935

THE POLITICAL GRAB BAG

By Thomas K. Brindley

Town Politics Are Quiet—

To all appearances, things are extremely quiet along the political fronts of the suburban towns.

In past years, there have been some really exciting battles among the politicians of Somerset, Swansea, Tiverton, Westport, and other neighboring communities. This year, however, the political activity appears more passive.

—But is it?

Pretty strenuous house-to-house campaigns are in the making. In fact, they are underway. Many candidates for offices have organized working forces to make personal appeals to the residents.

In Somerset, it is reported the so-called administration candidates plan to attend no rallies. They have not outlined any campaign procedure, but are expected to do some door-knocking and perhaps some verbal-lambasting of opponents.

The old fight between the administration and anti-administration factions in all towns will be on in real force it is expected and the cry of those who are out will be for a "new deal."

The political factions which are proclaiming they will seek support of their candidates without campaigning had best think carefully. It has been tried in the past and has failed.

Dighton's Protest Is Sound—

In Dighton, the townspeople are excited about the action of the Massachusetts Racing Commission in awarding a license to a group to conduct dog racing without taking them into consideration. It appears a high-handed procedure.

The people of Dighton do not want their town to go to the "bow-wows" either literally or otherwise.

They know that racing with its attendant betting has wrought havoc with business everywhere that it has been staged.

The community is a happy and peaceful one and its stand against invasion by what a Cambridge priest has termed a "gypsy business" and a "sordid business" is well taken.

The Town of Dighton turned down dog racing at the last State election. The vote for pari-mutuel betting on the dogs was 327 in the negative to 262 in the affirmative.

In fact, 11 of the 20 Bristol County communities turned thumbs down on dog racing.

New Bedford favored it by a margin of 11,072 votes, yet no attempt has been made to start a track in that community. It is interesting to note the substantial margin by which New Bedford approved of it in view of the fact that the referendum on dog race betting was carried in the entire county by only 17,411 votes.

Fall River people showed their disapproval of the sport by defeating the referendum by 5,412 votes.

Other communities which defeated the dog racing proposal were Attleboro, Berkley, Freetown, North Attleboro, Norton, Seekonk, Somerset, Swansea, and Westport.

An interesting angle is the protest against the Dighton track made by some business interests in Rehoboth. That town favored the dog racing issue, but only by a 10 vote margin.

Easton gave the dogs a four-vote margin, while Acushnet, Dartmouth, Fairhaven, Mansfield, Raynham and Taunton joined New Bedford and Rehoboth in supporting the legalization of gambling on dog racing.

Yet, with those nine communities favoring the sport, the State Racing Commission grants a license for a track in Dighton.

—And the thinking people of the county are joining with the Dighton Selectmen in their strenuous protest against the commission's action.

—And A Banker Shall Not Lead Them—

There is much ado about textile conferences these days.

Washington, Boston, Providence and other cities have been the scenes of such meetings between political and business figures. The cry is for action.

Fall River has also been the scene of such meetings but most of them have been behind closed doors. There has been no "gold-fish bowl" gatherings so that the people who are working in the mills could learn what is actually taking place.

The Mayor's plan to have a conference has not been carried out for many reasons, principal among them being the fact that there is a desire on the part of local textile leaders to learn just what Congress and the New England Governors, as well as the President and the NRA, have in mind.

The majority of the local textile men are anxious to "play ball" with the powers that be in the administration if it means better financial return for everyone, including the workers.

—But they are having a little trouble in their own backyard.

There is a banker here who differs with them on their idea of having the Southern textile wages brought up to a level of those paid in the North. He believes the North should cut wages to the level of the South.

Happily for the great mass of Fall River people who earn their daily bread in the mills, the textile men have a different thought.

TRANSCRIPT
Boston, Mass.

FEB 28 1935

Cassidy Raps Racing Board on Dog Tracks

Curley's Appointee for Chair-
man Champions Home Rule
on Licenses

Horse Races Face Trouble Likewise

East Boston Project Uncertain
— Cole, Still in "Public Life,"
May Seek Postmastership

By LeRoy Atkinson

Speaking with the force and meticulous articulation of a man who desires to make himself clearly understood, former State Senator Thomas F. Cassidy of Cheshire today rapped the Massachusetts Racing Commission in a long-distance telephone conversation with the Transcript. Cassidy's words over the humming wires are timely and significant in view of the fact that the fifty-nine-year-old Pittsfield lawyer has been named by Governor James M. Curley to succeed General Charles H. Cole as chairman of the racing commission.

General Cole has resigned in the midst of a row between himself and the governor over the Racing Commission's office help. His resignation comes at a time when protests are pouring in over the action of the commission in awarding dog track licenses to certain communities without seeking the views of the residents. Such protests have come from Cambridge, South Boston, Taunton and Methuen where tracks have been sanctioned.

Consequently the telephonic interview with Cassidy is highly interesting. It gives the embattled citizenry of the four horrified communities threatened with dog tracks a ray of hope. Said Cassidy:

I believe in the spirit of the law as well as the letter of the law. I believe that no dog license should be given until the location has been viewed by the commission and until the local newspaper has carried an announcement that a track is proposed in that neighborhood. In this way the opponents of the track would have an opportunity to express themselves as well as the proponents.

I also believe that no dog track should be licensed that threatens to disturb the peace, quiet and comfort of homes, hospitals or other public institutions.

Asked if he intended to take action against the dog licenses already issued in Cambridge (where a track is proposed near a hospital and a home for aged), South Boston, Taunton and Methuen, Cassidy asked to be relieved of an immediate answer. He asked for time to study the situation and added that even his appointment to the commission must wait for action by the Governor's Council.

Cassidy talked over the wire from the Pittsfield Court House. His plans for a

Continued on Page Thirteen

western Massachusetts crusades for societies working for the prevention of cruelty to animals, and this aspect of his character is significant as he moves into the office as racing commission chairman. He has been known to remark that, if the cruelty-to-animals laws are enforced during dog and horse race meetings here, the danger of corrupt and vicious practices will be eliminated.

Cole Still in Public Life

General Cole may enter the race for the postmastership of Boston. Postmaster Hurley, a Republican survivor, is, of course, thought to be on the skid. Peter F. Tague, ex-representative and Governor Curley's favorite for the job, has not received President Roosevelt's appointment and this is regarded as significant in view of the fact that David I. Walsh's senatorial power in this matter is great. General Cole is assured of Senator Walsh's backing, it is understood.

Cole retires from the race commission as a protest against Curley's interference with the personnel of the commission, particularly in connection with the departure of Larry Bresnahan, executive secretary. Bresnahan has been succeeded by Cornelius (Tubber) Cronin. Both the chopping off of Bresnahan's political head and the appointment of Cronin were opposed by Cole who then resigned, commenting upon Cronin as a "young man without any secretarial or office experience." Cole does not, at all events, intend to "retire from public life."

The tempest against the introduction of dog racing into Massachusetts gains volume and strength each moment. Town officials in forty-seven communities surrounding Boston have announced their opposition to the sport.

However, Speaker Leverett Saltonstall has declared he will not rush the bill of Representative Eugene F. Giroux of Somerville to compel public hearings on all dog licenses, past and future. The speaker said that the Giroux bill must take its course and that it will not go out of Rules Committee's jurisdiction until Tuesday, when hearings will be held on all late measures affecting the racing situation.

Despite that the racing bill was passed by popular vote, the hue and cry against the game is now general, from Mayor Frederick W. Mansfield of Boston through the official list to the newest selectman of the smallest Greater Boston community. It is understood, however, that within a few hours another dog track license will be issued to a combination of West Springfield and Quincy promoters. At the recent public hearing on the proposed West Springfield dog track a half-dozen promoters appeared in favor and more than two hundred citizens in opposition.

Horses May Run Elsewhere

The horse racing situation is as tangled as dog racing, except that the horses are not opposed to public sentiment. It is understood, however, that the backers of the proposed East Boston track have lost their enthusiasm, and money for the construction of the proposed \$2,500,000 plant has not materialized according to expectations. The drop in enthusiasm, it is said, results from the report that the East Boston vehicular tunnel and the railroad and transportation lines are not adequate to handle the traffic and that the mud-flat site has been found to be impractical.

Walter O'Hara, horse track magnate and leading figure in the East Boston project, is still in Florida, but it is said that his associates now favor Norwood and Framingham as sites for the track and it is also said that O'Hara has remarked a new and significant interest in a possible race track at Hartford. The Connecticut law makers are seriously considering opening the State to horse racing.

— Now that a railroad company has sued a motorist for damaging a train and a motorist has brought action against a pedestrian for wrecking his car, Charley Shinn of the Smithville, Mo., Democrat-Herald says it follows that aviators soon will be making it hot for farmers whose land tears up their planes in case of crash.

GLOBE
Boston, Mass.

FEB 28 1935

© 1935, A. Overholt & Co., Inc., Broad Ford,

REFUSES TO NOTICE "GOV GRANT" REMARK

Curley's Secretary Given
Title by Two Men

Richard D. Grant, Gov Curley's secretary, refused last night to take any notice of references made to him yesterday and the night before as "Gov Grant." The designation was first given him by Representative Edward P. Bacigalupo of Boston at a dinner and repeated at a public hearing by Representative John W. Lasell, Northbridge.

Lowell's reference to Gov Curley's secretary as "Gov Grant" was made before the Legislative Committee on Public Welfare of which Lasell is House chairman.

"Do you know whether Gov Grant is going to be up here this morning," he asked Commissioner Arthur T. Lyman, State Department of Correction, who was testifying before the committee. The commissioner did not know.

"Who did you say?" asked Representative Thomas Dillon, Cambridge. "Gov Grant," Lasell repeated.

Bacigalupo charged "Gov Grant" and "Secretary Curley" with a "plot to destroy the reputation" of Representative Michael J. Ward, Boston, who was removed as deputy United States Marshal under "political pressure," Bacigalupo said.

Commissioner Lyman said the facilities at Concord Reformatory are inadequate to classify prisoners as proposed.

The hearing was held on a recommendation by Gov Curley to separate first offenders from hardened criminals.

Rev Dr Samuel A. Eliot, Cambridge, representing the Massachusetts Civic League, favored the measure. He said three classes of prisons are needed, one for juveniles and first offenders, one for the normal criminal and one for hardened and repeated offenders.

Mr Lyman said the State needed an additional prison to house 400 repeaters and hard cases.

The statement in the Parkhurst report that 50 men at Norfolk Prison Colony should go back to Charles-town "astonished" the Commissioner.

Mary Vida Clark, representing the Springfield League of Voters, Stephen P. Cabot and James H. Sheldon, favored the recommendations.

HERALD-NEWS
Fall River, Mass.

FEB 27 1935

THE POLITICAL GRAB BAG

By Thomas K. Brindley

Town Politics Are Quiet—

To all appearances, things are extremely quiet along the political fronts of the suburban towns.

In past years, there have been some really exciting battles among the politicians of Somerset, Swansea, Tiverton, Westport, and other neighboring communities. This year, however, the political activity appears more passive.

—But is it?

Pretty strenuous house-to-house campaigns are in the making. In fact, they are underway. Many candidates for offices have organized working forces to make personal appeals to the residents.

In Somerset, it is reported the so-called administration candidates plan to attend no rallies. They have not outlined any campaign procedure, but are expected to do some door-knocking and perhaps some verbal-lambasting of opponents.

The old fight between the administration and anti-administration factions in all towns will be on in real force it is expected and the cry of those who are out will be for a "new deal."

The political factions which are proclaiming they will seek support of their candidates without campaigning had best think carefully. It has been tried in the past and has failed.

Dighton's Protest Is Sound—

In Dighton, the townspeople are excited about the action of the Massachusetts Racing Commission in awarding a license to a group to conduct dog racing without taking them into consideration. It appears a high-handed procedure.

The people of Dighton do not want their town to go to the "bow-wows" either literally or otherwise.

They know that racing with its attendant betting has wrought havoc with business everywhere that it has been staged.

The community is a happy and peaceful one and its stand against invasion by what a Cambridge priest has termed a "gypsy business" and a "sordid business" is well taken.

The Town of Dighton turned down dog racing at the last State election. The vote for pari-mutuel betting on the dogs was 327 in the negative to 262 in the affirmative.

In fact, 11 of the 20 Bristol County communities turned thumbs down on dog racing.

New Bedford favored it by a margin of 11,072 votes, yet no attempt has been made to start a track in that community. It is interesting to note the substantial margin by which New Bedford approved of it in view of the fact that the referendum on dog race betting was carried in the entire county by only 17,411 votes.

Fall River people showed their disapproval of the sport by defeating the referendum by 5,412 votes.

Other communities which defeated the dog racing proposal were Attleboro, Berkley, Freetown, North Attleboro, Norton, Seekonk, Somerset, Swansea, and Westport.

An interesting angle is the protest against the Dighton track made by some business interests in Rehoboth. That town favored the dog racing issue, but only by a 10 vote margin.

Easton gave the dogs a four-vote margin, while Acushnet, Dartmouth, Fairhaven, Mansfield, Raynham and Taunton joined New Bedford and Rehoboth in supporting the legalization of gambling on dog racing.

Yet, with those nine communities favoring the sport, the State Racing Commission grants a license for a track in Dighton.

—And the thinking people of the county are joining with the Dighton Selectmen in their strenuous protest against the commission's action.

—And A Banker Shall Not Lead Them—

There is much ado about textile conferences these days.

Washington, Boston, Providence and other cities have been the scenes of such meetings between political and business figures. The cry is for action.

Fall River has also been the scene of such meetings but most of them have been behind closed doors. There has been no "gold-fish bowl" gatherings so that the people who are working in the mills could learn what is actually taking place.

The Mayor's plan to have a conference has not been carried out for many reasons, principal among them being the fact that there is a desire on the part of local textile leaders to learn just what Congress and the New England Governors, as well as the President and the NRA, have in mind.

The majority of the local textile men are anxious to "play ball" with the powers that be in the administration if it means better financial return for everyone, including the workers.

—But they are having a little trouble in their own backyard.

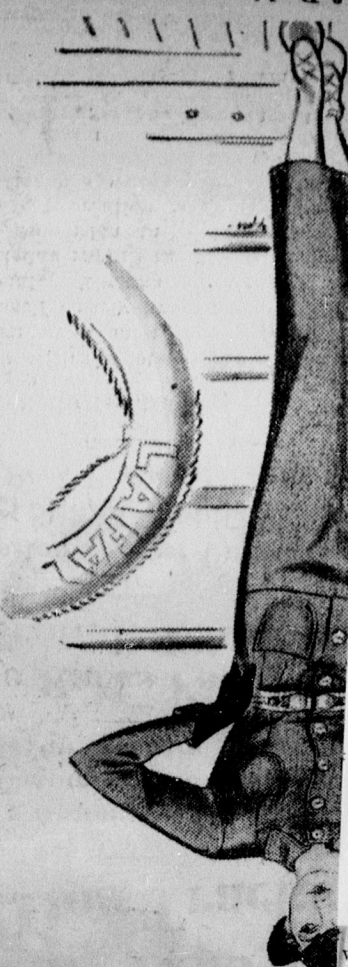
There is a banker here who differs with them on their idea of having the Southern textile wages brought up to a level of those paid in the North. He believes the North should cut wages to the level of the South.

Happily for the great mass of Fall River people who earn their daily bread in the mills, the textile men have a different thought.

give to a greater interest in the man's appearance. He thinks the garish stripes reserved for lunch between

to Regain Respect New Prison Warden

FIFTH AVENUE
Peck's new cashmere
sweater, which
gives the
sweater a
new texture. And
Peck who created
the sweater here.
Peck's new sweater
is a green sweater
with a green collar
and a green cuff.



Racing Board on Dog Tracks

Continued from Page One

Boston trip must wait upon the "kind of welcome I receive from the honorable Council," he said.

Although he had no desire to be directly critical of the present Racing Commission, he said, the tone of his remarks was in direct contrast to the method whereby dog licenses have been granted and in direct opposition to the statement of Commissioners Cole, Williams, Ensign and Charles Connors that no public hearings would be granted on licenses already issued, unless such hearings were ordered by the governor and the Executive Council.

The new appointee for the chairmanship of the Racing Commission is a strong western Massachusetts Democrat, and while he has been one of the most active pro-Curley men west of the Connecticut River, his appointment broke in Boston as a complete surprise. In this city Cole's successor was expected to be James Purcell, popular restaurant owner, despite the fact that not so long ago Governor Curley and Purcell were not on friendly terms. Purcell's preparations to join Curley on the governor's vacation at West Palm Beach, Fla., were considered indications of his appointment for the Racing Commission.

However, it is quite positive that Cassidy will be confirmed by the Governor's Council, when that body convenes again on March 13. It is possible that when Governor Curley returns from Florida, he may call a special meeting to consider Cassidy. It is known that Curley desires quick action upon the awarding of a horse race track in eastern Massachusetts.

As matters now stand, with Cole's letter of resignation taking effect not later than March 12, and the membership of the commission upset, it looks as though horse racing this year in this sector is seriously threatened. The law requires that a horse track be licensed and construction started for the 1935 season not later than March 15.

The situation throws uncertainty about the projected East Boston track, for this year at least.

Cassidy's previous public service was rendered as a State senator in 1906 and 1907. He has twice run for Congress, and in 1910, as running mate of ex-Governor Eugene Foss, he won 197,000 votes as Democratic candidate for lieutenant governor. As a State senator, Cassidy was a spearhead in the campaign for stricter limitations on children's and women's labor laws.

Cassidy was the first western Massachusetts man to join Curley in the anti-Smith campaign of 1931-32 when the governor was the Massachusetts torch-bearer for President Roosevelt's drive for the national Democratic nomination. Cassidy was also the first to back Curley for governor in western Massachusetts and his party for Curley in his Cheshire home. Cassidy was one of the Connecticut River horse racing carry considerable weight. His advent to the racing commission gives that body a decided "western" aspect, with William Ensign hailing from Westfield and Charles Connors a product of Marlboro.

Although Cassidy has never followed dog or horse races he is interested in dogs and horses in an amateur, animal-loving way. His trotting and hackney horses have always been the pride of Cheshire and he is well known in the Pittsfield district as a fancier of those two favorite sporting dogs, Irish and English setters.

Cassidy has also been prominent in

western Massachusetts crusades for societies working for the prevention of cruelty to animals, and this aspect of his character is significant as he moves into the office as racing commission chairman. He has been known to remark that, if the cruelty-to-animals laws are enforced during dog and horse race meetings here, the danger of corrupt and vicious practices will be eliminated.

Cole Still in Public Life

General Cole may enter the race for the postmastership of Boston. Postmaster Hurley, a Republican survivor, is, of course, thought to be on the skid. Peter F. Tague, ex-representative and Governor Curley's favorite for the job, has not received President Roosevelt's appointment and this is regarded as significant in view of the fact that David I. Walsh's senatorial power in this matter is great. General Cole is assured of Senator Walsh's backing, it is understood.

Cole retires from the race commission as a protest against Curley's interference with the personnel of the commission, particularly in connection with the departure of Larry Bresnahan, executive secretary. Bresnahan has been succeeded by Cornelius (Tubber) Cronin. Both the chopping off of Bresnahan's political head and the appointment of Cronin were commented upon by Cole who then resigned, without any secretarial or office experience. Cole does not, at all events, intend to "retire from public life."

The tempest against the introduction of dog racing into Massachusetts gains volume and strength each moment. Town officials in forty-seven communities surrounding Boston have announced their opposition to the sport.

However, Speaker Leverett Saltonstall has declared he will not rush the bill of Representative Eugene F. Giroux of all dog licenses, past and future. The speaker said that the Giroux bill must take its course and that it will not go out of Rules Committee's jurisdiction until Tuesday, when hearings will be held on all late measures affecting the racing situation.

Despite that the racing bill was passed by popular vote, the hue and cry against the game is now general, from Mayor Frederick W. Mansfield of Boston through the official list to the newest selectman of the smallest Greater Boston community. It is understood, however, that license will be issued to a combination of West Springfield and Quincy promoters. At the recent public hearing on the proposed West Springfield dog track a half-dozen promoters appeared in favor and more than two hundred citizens in opposition.

Horses May Run Elsewhere

The horse racing situation is as tangled as dog racing, except that the horses are not opposed to public sentiment. It is understood, however, that the backers of the proposed East Boston track have lost their enthusiasm, and money for the construction of the proposed \$2,500,000 plant has not materialized according to expectations. The drop in enthusiasm, it is said, results from the report that the East Boston vehicular tunnel and not adequate and transportation lines are that the mud-flat site has been found to be impractical.

Walter O'Hara, horse track magnate and leading figure in the East Boston project, is still in Florida, but it is said that his associates now favor Norwood and Framingham as sites for the track and it is also said that O'Hara has marked a new and significant interest in a possible race track at Hartford. The Connecticut law makers are seriously considering opening the State to horse racing.

Now that a railroad company has sued a motorist for damaging a train and a motorist has brought action against a pedestrian for wrecking his car, Charley Shinn of the Smithville, Mo., Democrat-Herald says it follows that aviators soon will be making it hot for farmers whose land tears up their planes in case of crash.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE
Boston, Mass.

FEB 28 1935

© 1935, A. Overholt & Co., Inc., Broad Ford,

REFUSES TO NOTICE "GOV GRANT" REMARK

Curley's Secretary Given Title by Two Men

Richard D. Grant, Gov Curley's secretary, refused last night to take any notice of references made to him yesterday and the night before as "Gov Grant." The designation was first given him by Representative Edward P. Bacigalupo of Boston at a dinner and repeated at a public hearing by Representative John W. Lasell, Northbridge.

Lowell's reference to Gov Curley's secretary as "Gov Grant" was made before the Legislative Committee on Public Welfare of which Lasell is House chairman.

"Do you know whether Gov Grant is going to be up here this morning," he asked Commissioner Arthur T. Lyman, State Department of Correction, who was testifying before the committee. The commissioner did not know.

"Who did you say?" asked Representative Thomas Dillon, Cambridge. "Gov Grant," Lasell repeated.

Bacigalupo charged "Gov Grant" and "Secretary Curley" with a "plot to destroy the reputation" of Representative Michael J. Ward, Boston, who was removed as deputy United States Marshal under "political pressure," Bacigalupo said.

Commissioner Lyman said the facilities at Concord Reformatory are inadequate to classify prisoners as proposed.

The hearing was held on a recommendation by Gov Curley to separate first offenders from hardened criminals.

Rev Dr Samuel A. Eliot, Cambridge, representing the Massachusetts Civic League, favored the measure. He said three classes of prisoners are needed, one for juveniles and first offenders, one for the normal criminal and one for hardened and repeated offenders.

Mr Lyman said the State needed an additional prison to house 400 repeaters and hard cases.

The statement in the Parkhurst report that 50 men at Norfolk Prison Colony should go back to Charles-town "astonished" the Commissioner.

Mary Vida Clark, representing the Springfield League of Voters, Stephen P. Cabot and James H. Sheldon, favored the recommendations.

CASSIDY GIVES VIEWS ON LOCATION OF RACE TRACKS

WOULD LISTEN TO ALL PROTESTS

Curley Nominee For Race Board Head Favors Full Publicity

PITTSFIELD, Feb. 28.—Arriving at Pittsfield District Court this morning to appear as counsel in a case, carrying on the regular routine of his days, Thomas F. Cassidy, Gov. Curley's nominee for the chairmanship of the Massachusetts Racing Commission, from which Gen. Charles H. Cole resigned last night, expressed to the Globe reporter his views on the work ahead of him:

"On the question of tracks for dog racing or horse racing, one thing I strongly believe is that any petition for a license should definitely specify the proposed location and that the commissioners should investigate and determine whether or not it is a proper place.

"Furthermore, I believe that the notice of the time and place of the hearing on the license application should be given to the newspapers which circulate in the proposed vicinity in ample time so that citizens opposed to the measure may appear and register their objections at the same time that the proponents are heard.

"Under no circumstances do I think a license should be granted in any location where it would interfere with the peace, quiet and comfort of homes, hospitals or public institutions."

"Pioneer" Democrat

Mr. Cassidy made it clear that in thus stating his views, he was speaking as an individual.

"Any statement claiming to be official would be premature," he said. "The matter of my nomination must come before the Governor's Council and they may exercise their judgment on confirming it.

"However, I appreciate deeply my nomination by His Excellency Gov. Curley, and particularly so because it has come to me entirely without solicitation or suggestion on my part."

Attorney Cassidy comes of a legalistic family. His brother, Francis W. Cassidy, practices law in Adams, and his son, whose death five years ago was a deep sorrow, was graduated from Boston University and at the time of his death was practicing law in New York city.

Asked if he could not be considered one of the "pioneer" Democrats of Western Massachusetts, attorney Cassidy chuckled as he replied:

"I guess you could call it that. I can remember when the only or-



THOMAS F. CASSIDY

ganization the Democrats had in these parts, was packed into my automobile and carried around with me."

Used to Raise Dogs

"I happen to know something about dogs, fortunately," said Mr. Cassidy. "I used to raise English and Irish setters at my place in Cheshire."

Mr. Cassidy has been a staunch friend of Gov. Curley for many years. In the recent campaign he staged a rally at his Cheshire estate, the Cedars, and presented Mr. Curley. Later, at the rally in Pittsfield Auditorium, he left a sick bed to speak for his friend. On that occasion he was given a tremendous ovation.

Mr. Cassidy was honorary chairman in the Berkshires for Gov. Curley's campaign. Last Fall he took James A. Farley to task in no

Cassidy

Continued on Page 11

uncertain terms for "tacitly at least" giving support to Gen. Cole. He warned Farley to keep out of the Massachusetts campaign, saying that unless Farley issued a denial "Massachusetts Democracy will teach you a lesson to keep out of its primary campaign."

Long active in politics, Mr. Cassidy served in the State Senate and he opposed Congressman Allen T. Treadway in the 1st District three times, nearly beating him in one contest.

"Curly-Haired Orator"

Cassidy was called "the curly-haired orator" when he stumped the State for his party in 1910 as candidate for Lieutenant Governor on the ticket with Eugene N. Foss.

Cassidy was born in Adams June 1, 1875. He was educated in the public schools and was graduated from Cornell University Law School. He served in the State Senate, 1906-07, ran unsuccessfully for Lieutenant Governor in 1910, and won the Democratic nomination for Congress in 1924, although not elected.

Gov. Curley's voice over the telephone from Palm Beach, Fla., early this morning announced to the Globe the selection of Cassidy for the Racing Commission post, in place of Gen. Charles H. Cole, who resigned last night.

"I will accept Gen. Cole's resignation," Gov. Curley told the Globe. "I will appoint in his place Tom Cassidy, you know, from Cheshire."

Gov. Curley added that the appointment would not be acted upon until the next meeting of the Governor's Council, March 13.

GLOBE

Boston, Mass.

FEB 28 1935

COLE RESIGNS AS CHAIRMAN

Curley Appoints Attorney From Berkshire Town

Gov Curley's voice over the telephone from Palm Beach, Fla., early this morning announced to the Globe, that Thomas F. Cassidy of Cheshire, ex-State Senator, will be the new chairman of the Massachusetts Racing Commission, in place of Gen Charles H. Cole, who resigned last night.

"I will accept Gen Cole's resignation," Gov Curley told the Globe. "I will appoint in his place Tom Cassidy, you know, from Cheshire."

Gov Curley added that the appointment would not be acted upon until the next meeting of the Governor's Council, March 13.

"Curly-Haired Orator"

Thus recognition comes to one of the old-line Democrats from one of the smallest towns in the Berkshire hills, a lawyer who was called "the curly-haired orator" as he stumped the State for his party in 1910 when candidate for Lieutenant Governor on the ticket with Eugene N. Foss.

Party councils shelved Cassidy to start David I. Walsh on the path that led through Beacon Hill to the Senate at Washington.

Cassidy quietly resumed his law practice in Pittsfield, but in the bitter primaries campaign in Massachusetts last Summer, Fate decreed that Cassidy should pick a winner.

Cassidy's Prophecy True

In September, 1934, Cassidy wired Postmaster General James A. Farley from the Cassidy home, "The Cedars," Cheshire:

"Massachusetts Democracy will teach you the lesson to keep out of its primary contest. It refuses to be bossed by you or anybody else and is fully capable of doing its own choosing. . . . Hon James M. Curley will be nominated and elected Governor of Massachusetts."

Cassidy's prophecy came true, and Cassidy worked his head off

by your direct orders. No charges were preferred against him; he was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge, but was outvoted by the two other members of the commission.

"Again yesterday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also, yesterday we were served notice by your assistant secretary, Mr Kane, director of employment, that all appointments to the Racing Commission staff would be filled through Mr Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender you my resignation as chairman and member of the State Racing Commission, to take effect at your convenience, but in any event on March 12, 1935."

May Oppose Tague

Gen Cole would not amplify his statement of resignation last night but did say in answer to a question as to his future that he does not "intend to retire from public life."

There have been recent reports that he might receive the support of U. S. Senator David I. Walsh as a candidate for postmaster of Boston in opposition to the Curley candidate, Peter F. Tague.

Gen Cole would neither affirm nor deny that he would be a candidate for the postmastership but it was noted that the final date he set for the acceptance of his resignation, March 12, is also the final date for filing applications to take the Civil Service examination for postmaster.

Gen Cole said his immediate intentions were to resume his own business activities.

It is understood that James T. Purcell, Boston restaurateur and close friend of Gov Curley, will be made chairman to succeed Gen Cole. Mr Purcell and his wife left yesterday morning for Palm Beach, Florida, to join Gov Curley for a few days and undoubtedly the appointment will be clinched during this vacation.

Mr Purcell is an ex-Boston city councilor. Some years ago he broke with Curley but they patched up their differences and Purcell was a loyal supporter of the Governor in the recent election.

Action No Surprise

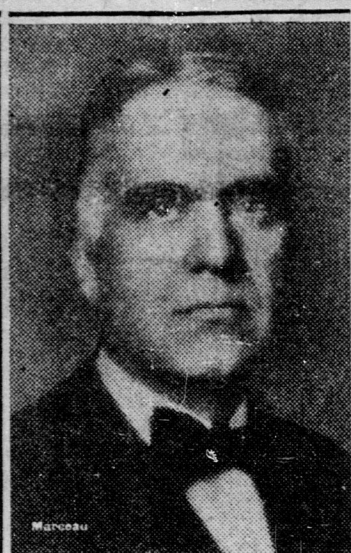
Gen Cole's resignation does not come as any surprise, as it has been expected since Gov Curley directed the commission to discharge Bresnahan, who was a loyal friend and campaign worker for Gen Cole.

Such appointments as those of stewards and investigators for the Racing Board remain to be made.

Gen Cole made it clear that the protests over the issuance of dog-racing licenses had no connection with his resignation. He said he voted against dog racing at the election and favored horse racing, but his own investigations since have convinced him that there is less chance of "fixing" dog races than horse races.

The head of the Racing Commission indicated he would have nothing further to say concerning his resignation unless statements of others forced his hand. In that event he

IN RACING BOARD CHANGE



GEN CHARLES H. COLE



THOMAS F. CASSIDY

indicated he might have many things to interpose to the public.

Gen Cole said he had no present intention of appearing at the public hearings to be held next Tuesday at the State House in connection with petitions for changes in the racing laws, but added he may be present asked as chairman of the Racing Commission.

Mr Ensign, one of the associate members, would not discuss Gen Cole's resignation last night. Mr Conners could not be reached for comment.

No Horse Permits Yet

It was pointed out that Gen Cole was retiring without a single horse racing license being granted. He said he did not know what action would be taken in this respect. Mr Ensign said the matter of horse racing licenses has not yet been reached.

The possibility that the entire racing commission might be legislated out of existence before the racing season begins loomed strong yesterday. The recent bills filed for repeal and changes probably will be admitted by the Legislature for consideration immediately, but sufficient measures are already filed which will be heard next Tuesday and will give opponents an opportunity to air the entire situation.

Later, it is believed, hearings will be given on the recent petitions filed on the question of admission and if public sentiment remains as strong as it has been in recent days the Legislature may take action.

Early in the year Gov Curley said he would veto any changes in the present law, but the furore that followed the announcement of the granting of the licenses in South Boston, Cambridge, Methuen and Dighton may bring a change in the Governor's attitude.

Unusual Situation

The resignation of Gen Cole brings to an apparent end an unusual situation in State politics. After he was defeated for Governor by Frank G. Allen in 1928, Gov Allen appointed the General a public trustee of the Boston Elevated. Last June, although reluctant to become a candidate for Governor again, Gen Cole was persuaded by Senator Walsh and Gov Ely to oppose Mr Curley and he was given the indorsement of the pre-primary convention at Worcester.

Curley defeated Cole in the primaries and last December, Gov Ely rewarded Gen Cole with the position of chairman of the Racing Commission. Now he is forced out by the man who defeated the plan to make him Governor of Massachusetts.

Supt John T. Shea of the Cambridge Home for the Aged said last night he would circulate a petition for revocation of the Cambridge dog racing license on the ground it would affect the health conditions about his institution and the Cambridge Tuberculosis Hospital.

Shea said he would ask authority from the Board of Public Welfare today to draw up the petition. He said the 200 inmates of the city home would sign the paper. In the event authority to circulate the petition is denied by the board, Shea said he would do it as a private citizen. The protest will be made to the Cambridge Board of Health.

FEB 28 1935

COLE RESIGNS AS CHAIRMAN

Curley Appoints Attorney From Berkshire Town

Gov Curley's voice over the telephone from Palm Beach, Fla., early this morning announced to the Globe, that Thomas F. Cassidy of Cheshire, ex-State Senator, will be the new chairman of the Massachusetts Racing Commission, in place of Gen Charles H. Cole, who resigned last night.

"I will accept Gen Cole's resignation," Gov Curley told the Globe. "I will appoint in his place Tom Cassidy, you know, from Cheshire."

Gov Curley added that the appointment would not be acted upon until the next meeting of the Governor's Council, March 13.

"Curly-Haired Orator"

Thus recognition comes to one of the old-line Democrats from one of the smallest towns in the Berkshire hills, a lawyer who was called "the curly-haired orator" as he stumped the State for his party in 1910 when candidate for Lieutenant Governor on the ticket with Eugene N. Foss.

Party councils shelved Cassidy to start David I. Walsh on the path that led through Beacon Hill to the Senate at Washington.

Cassidy quietly resumed his law practice in Pittsfield, but in the bitter primaries campaign in Massachusetts last Summer, Fate decreed that Cassidy should pick a winner.

Cassidy's Prophecy True

In September, 1934, Cassidy wired Postmaster General James A. Farley from the Cassidy home, "The Cedars," Cheshire:

"Massachusetts Democracy will teach you the lesson to keep out of its primary contest. It refuses to be bossed by you or anybody else and is fully capable of doing its own choosing. . . . Hon James H. M. Curley will be nominated and elected Governor of Massachusetts."

Cassidy's prophecy came true, and Cassidy worked his head off last Fall in Western Massachusetts to help it come true.

Cassidy was born in Adams June 1, 1875. He was educated in the public schools and was graduated from Cornell University Law School.

Cassidy

Continued on Page 11

Curley was outvoted by the two other members of the commission.

"Again yesterday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative."

"Also, yesterday we were served notice by your assistant secretary, Mr Kane, director of employment, that all appointments to the Racing Commission staff would be filled through Mr Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority."

"In view of the above three facts I am obliged to tender you my resignation as chairman and member of the State Racing Commission, to take effect at your convenience, but in any event on March 12, 1935."

May Oppose Tague

Gen Cole would not amplify his statement of resignation last night but did say in answer to a question as to his future that he does not "intend to retire from public life."

There have been recent reports that he might receive the support of U. S. Senator David I. Walsh as a candidate for postmaster of Boston in opposition to the Curley candidate, Peter F. Tague.

Gen Cole would neither affirm nor deny that he would be a candidate for the postmastership but it was noted that the final date he set for the acceptance of his resignation, March 12, is also the final date for filing applications to take the Civil Service examination for postmaster.

Gen Cole said his immediate intentions were to resume his own business activities.

It is understood that James T. Purcell, Boston restaurateur and close friend of Gov Curley, will be made chairman to succeed Gen Cole. Mr Purcell and his wife left yesterday morning for Palm Beach, Florida, to join Gov Curley for a few days and undoubtedly the appointment will be clinched during this vacation.

Mr Purcell is an ex-Boston city councilor. Some years ago he broke with Curley but they patched up their differences and Purcell was a loyal supporter of the Governor in the recent election.

Action No Surprise

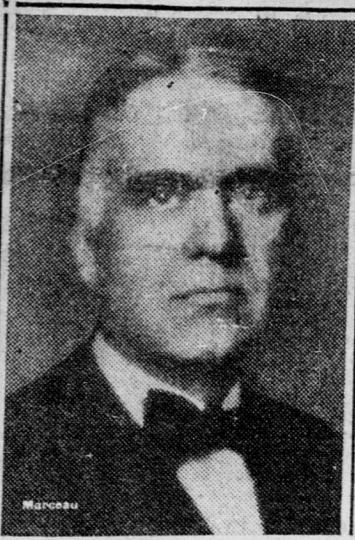
Gen Cole's resignation does not come as any surprise, as it has been expected since Gov Curley directed the commission to discharge Bresnahan, who was a loyal friend and campaign worker for Gen Cole.

Such appointments as those of stewards and investigators for the Racing Board remain to be made.

Gen Cole made it clear that the protests over the issuance of dog-racing licenses had no connection with his resignation. He said he voted against dog racing at the election and favored horse racing, but his own investigations since have convinced him that there is less chance of "fixing" dog races than horse races.

The head of the Racing Commission indicated he would have nothing further to say concerning his resignation unless statements of others forced his hand. In that event he

IN RACING BOARD CHANGE



GEN CHARLES H. COLE



THOMAS F. CASSIDY

indicated he might have many things to say to the public.

Gen Cole said he had no present intention of appearing at the public hearings to be held next Tuesday at the State House in connection with petitions for changes in the racing laws, but added he may be present asked as chairman of the Racing Commission.

Mr Ensign, one of the associate members, would not discuss Gen Cole's resignation last night. Mr Conners could not be reached for comment.

Horse Permits Yet

It was pointed out that Gen Cole was retiring without a single horse racing license being granted. He said he did not know what action would be taken in this respect. Mr Ensign said the matter of horse racing licenses has not yet been reached.

The possibility that the entire racing commission might be legislated out of existence before the racing season begins loomed stronger yesterday. The recent bills filed for repeal and changes probably will be admitted by the Legislature for consideration immediately, but efficient measures are already filed which will be heard next Tuesday.

will give opponents an opportunity to air the entire situation. Later, it is believed, hearings will be given on the recent petitions filed the question of admission and if public sentiment remains as strong it has been in recent days the Legislature may take action.

Early in the year Gov Curley said he would veto any changes in the present law, but the furore that followed the announcement of the granting of the licenses in South Boston, Cambridge, Methuen and Dighton may bring a change in the Governor's attitude.

Unusual Situation

The resignation of Gen Cole brings to an apparent end an unusual situation in State politics. After he was defeated for Governor by Frank G. Allen in 1928, Gov Allen appointed the General a public trustee of the Boston Elevated. Last June, although reluctant to become a candidate for Governor again, Gen Cole was persuaded by Senator Walsh and Gov Ely to oppose Mr Curley and he was given the indorsement of the pre-primary convention at Worcester.

Curley defeated Cole in the primaries and last December, Gov Ely rewarded Gen Cole with the position of chairman of the Racing Commission. Now he is forced out by the man who defeated the plan to make him Governor of Massachusetts.

Supt John T. Shea of the Cambridge Home for the Aged said last night he would circulate a petition for revocation of the Cambridge dog racing license on the ground it would affect the health conditions about his institution and the Cambridge Tuberculosis Hospital.

Shea said he would ask authority from the Board of Public Welfare today to draw up the petition. He said the 200 inmates of the city home would sign the paper. In the event authority to circulate the petition is denied by the board, Shea said he would do it as a private citizen. The protest will be made to the Cambridge Board of Health.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE

Boston, Mass.

FEB 28 1935

CURLEY RELAXES AT PALM BEACH

Shoots 18 Holes of Golf and Takes Swim

Special Dispatch to the Globe

PALM BEACH, Fla., Feb. 27—Returning to Palm Beach for his 20th season, Gov. Curley of Massachusetts looked forward today to a brief interval of golf, fishing and out-door recreation.

Apparently refreshed after a night's rest in his suite at Whitehall, the Governor was up early in the morning, attending to executive communications before starting out for a day's pleasure.

"How are the golf courses?" asked the Governor. When informed that the courses were in fine condition, he said, "Well, we're going to try a round of golf this morning and tomorrow I am going to take on a few of my Boston friends who are down here and see if I can duplicate that 30-foot putt I made last year."

Thirty minutes later Gov. Curley teed off with a foursome, including Adj. Gen. William Rose, Maj. Joseph Timilty and Col. Joseph Lanigan, while two members of the Massachusetts State Police, who form the Governor's bodyguard, completed the group.

After an interesting round of 18 holes which found the Governor shooting in fine form, the party went to the Sun and Surf Club for a plunge.

They were joined there by Mrs. Catherine Legget of Pelham Manor, N. Y., and several friends, and departed for the Everglades Club, exclusive resort of which Hon. John Shepard Jr. of Boston and Lenox, Mass., is president, to have luncheon. Others in the party were Mr. and Mrs. Jack Dean, the latter better known as Fanny Ward; Mr. and Mrs. Blaine Zuber and Mr. and Mrs. R. F. Kraus of Massillon, O., and Mr. and Mrs. J. A. Christiansen.

This evening the Governor and his party were the guests of Mrs. Legget at the Patio, a supper club.

The Governor and his friends also stopped in the ballroom of the Everglades Club to view a collection of famous imperial Russian jewels and art treasures on display there.

Press Clipping Service
2 Park Square
BOSTON MASS.

GLOBE

Boston, Mass.

FEB 28 1935

Gov. Murphy, who now is in Washington.

McSWEENEY CALLS GRANT IN POLICE CAR RADIO TEST

Police Commissioner McSweeney yesterday gave the new two-way radio equipment which is to be installed in police cars a test. Further tests were made as he hunted for "dead spots" in the new system, but conversations came through clearly on the test.

The Commissioner first called the State House from a point on Blue Hill av. and talked with Secretary Richard D. Grant of the Governor's staff. Next he talked with the State House press room.

GLOBE

Boston, Mass.

FEB 28 1935

DICK GRANT ADDRESSES CROSSCUP-PISHON POST

Gubernatorial Secretary "Dick" Grant was the guest speaker this noon at the first luncheon of the season staged by Crosscup-Pishon Post 281, A. L., at the Hotel Bradford. "Business on the Hill" was his topic.

Walter Hapgood, former secretary of the Boston Braves discussed the baseball situation.

Jay C. Flippen, a stage and screen performer, was also a guest.

Commander Alexander Kennedy presided.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST

Boston, Mass.

FEB 28 1935

DEMANDS PROBE OF BARNSTABLE POLICE

HYANNIS, Feb. 27—Attorney John D. W. Bodfish of Hyannis, candidate for Congressman on the Democratic ticket last fall, made public today a letter he wrote Governor Curley under date of Feb. 21, asking for an investigation of the Barnstable police department.

He bases his request on allegations that there has been inefficiency in handling important cases, idleness, undue attention to petty matters, failure to prosecute in some instances and persecution in others and violation of rights as well as conduct unbecoming a police officer.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST

Boston, Mass.

FEB 28 1935

RACING IN BAY STATE DOUBTFUL

Slim Chance of Any Horse Tracks Here This Summer

While Governor Curley's reported desire for location of a horse racing track in East Boston may ultimately force State Racing Commission to grant a license to the promoters of that project, there is increased evidence daily that there will be no horse racing in Massachusetts this year.

NOT SUITABLE

From sources which appear to be thoroughly reliable, the Post has learned that even among the promoters of the East Boston track there is no enthusiasm for the plan, and that they will go through with it only as a last resort, and then only because of the pressure which the Governor may be able to apply.

The East Boston location, it is said, is regarded as unsatisfactory for various reasons. The land is low and it will be extremely expensive to put it in shape for racing, with adequate approaches and other accompaniments. The racing stables would have to back up against an area devoted almost entirely to oil tanks, and the methods of travel to and from the proposed location are said to be inadequate to handle crowds sufficient to make it a profitable venture.

Couldn't Handle Crowds

While the Governor recently referred to the location at East Boston as one which would help to increase the use of the traffic tunnel and thus bring additional revenue to the city, it is pointed out by some of those interested in the proposal that the capacity of the tunnel is only 450 automobiles an hour.

As a matter of fact nearly 16,000 automobiles are said to have visited Narragansett Park on one of its good days last summer. It is said that the Elevated would not be able to handle the crowds necessary to a profitable operation of a track at East Boston, and persons who might try to attend one race would not attempt to go here a second time, because of the traffic congestion.

Money Not Coming Forward

There have been rumors for some time that the promoters of the East Boston track, including Walter E. O'Hara and others of the racing group, have been making an effort to have their franchise transferred to some other location, probably at Sharon, or Norwood, or further west at Framingham or near Worcester.

Indications are growing stronger also that the amount of money necessary for the establishment of a horse racing track, running up to one and a half to two millions, is not coming forward with any enthusiasm. It is said that some of those who have been trying to impress the Racing Commission have not been able to show the financial backing necessary to finance such huge expenditures as are said to be required.

Might Be Less Attractive

Governor Curley has stated publicly that he would insist that the race track promoters must show good faith by starting construction operations on or before March 15, or else he would not do anything to prevent legislative action on amendments to the 1934 racing act. Several bills now pending before the Legislature would, if enacted, seriously change the law so as to limit the amount of profit which the promoters might be able to garner from the racing game.

Unless something in the way of definite construction is started soon, there is little question that the Legislature, which has found a considerable change in the sentiment of the folks back home regarding both horse and dog racing, will put through legislation which would make the whole business less attractive for investors.

POST
Boston, Mass.

FEB 28 1935

FIGHT \$500,000 WAR MEMORIAL

Proposed Replica of Arc de Triomphe Brings Wave of Protest---Curley Promises Veto of Bill



PROPOSED \$500,000 WAR MEMORIAL

Photo shows model of proposed war memorial, similar to the Arc de Triomphe in Paris, which may be erected on Boston Common. It is designed by Sidney T. Strickland, architect.

A wave of vehement protest, over the proposed erection of an Arc de Triomphe on Boston Common, as a tribute to the men and women of Massachusetts in all wars and to cost \$500,000, was brewing last night, with the definite indication of Governor Curley that he will veto the bill filed in the Legislature providing for the replica here of the famous arch in Paris.

Continued on Page 16
The arch would stretch across Charles street from the Common to the Public Garden. The specifications for the memorial, as given in the bill filed yesterday are as follows:

Description of Arch

"The mass of the structure shall be 66 feet in width by 23 feet in depth and 62 feet to the top of the cornice; the total height from the ground to the tip of the wings of the figure of Victory shall be approximately 90 feet; the central archway shall be approximately 24 feet in width by 36 feet in height; the foundation shall be of reinforced concrete and granite and the exterior shall be faced with Massachusetts light granite.

"Lettering shall be carved on the surface of the stone, but sculptural groups, doors and grilles may be of bronze. The interior of the memorial chamber, to be located over the arch, shall have floors of rich marble and stone with inserts of bronze, designating the shield of the Commonwealth together with the insig-

money," Commander Cotter said. "The veterans want a building—not a monument. They want something useful. There are enough monuments to veterans now."

Representative Philip G. Bowker of Brookline, said the new monument, when and if it is built, will be copied from the model of Sidney T. Strickland, Boston architect, which was made four years ago.

This model, displayed in a window at 11 Beacon street, was called "The Arch of Remembrance," and according to Representative Bowker, will be one of the finest monuments of its kind ever erected.

In order to finance the monument Representative Bowker said one of the plans under consideration is by taking a public subscription.

Charles R. Greco, chairman of the State Art Commission, appointed by former President Coolidge while he was governor, said he favors a building instead of the proposed monument.

He said that while President Coolidge was governor a number of hearings were held on building a war memorial and the veterans at that time voted unanimously in favor of a memorial auditorium on the Charles River embankment, at the foot of Arlington street, which has since been filled in making even a better site.

Ups and Downs

NO MAIL ORDERS

WILL TRY FOR SOUTH POLE
NEW YORK, Feb. 27 (AP)—Lincoln Ellsworth, twice frustrated in attempts to reach the South Pole, said tonight he will try another "shot" at the Pole next fall if he can raise funds and organize a crew.

Ellsworth, twice frustrated in attempts to reach the South Pole, said tonight he will try another "shot" at the Pole next fall if he can raise funds and organize a crew.

Gone to Bottom Believe Ship

Such an arch as this one, which was erected in the Senate by Senator Donald W. Nicholson of Wareham and Representative Phillip G. Bowker of Brookline.

Under the plans, a commission would be established to be known as the Massachusetts War Memorial Commission. The memorial arch as suggested would be erected on the Boston Common, facing Charles street, "in commemoration of the notable services and sacrifices of the men and women of Massachusetts in all the wars in which the United States has been engaged. The location of the said arch," said the bill, "shall centre on the lines of Commonwealth avenue, extended across the Public Garden and Charles street to the Common."

Hardly had the filing of the bill for the imposing arch taken place, when voices in protest were heard. On Beacon Hill many Senators and Representatives, while loath at the moment openly to voice their feelings, let it be known that the plan would scarcely meet with their approval.

Historic Societies Object

In addition, members of historical societies in the city waited to learn the full details of the plan, stating that should there be any indication that the project would be accepted by the State a hue and a cry of no small proportions will be raised.

Although Governor Curley was in Florida last night, those close to him stated that the Governor is opposed to the idea of an Arc de Triomphe, or any other memorial on Boston Common to the war heroes. The Governor, it was declared, favors a monumental building which would have space set aside for headquarters of all veterans' organizations, as well as an auditorium, and he has constantly looked with disfavor upon any move to erect a monument of any description in memory of the veterans.

"The mere erection of a monument or the dedication of a highway or even a park will not serve the purpose other than from the esthetic standpoint," the Governor had previously stated.

"It is desirable that the esthetic and the utilitarian be combined—but a memorial building with suitable halls for the veterans of each war and for the holding of conventions will be more useful and suitable."

Cluttering Up Common

Dr. Samuel Eliot Morison, of 43 Brimmer street, president of the Colonial Society of Massachusetts, and professor of history at Harvard, last night raised his voice on behalf of the society against the erection of the memorial arch.

"I am opposed," he said, "to any monument of such a nature being erected on Boston Common. A monument of this character, such as the Arc de Triomphe should mark the entrance to something. If it is to be erected, there are many places in the Fenway where it would be very suitable, but I am opposed cluttering up the Common with a monument of this kind."

Friends of the old Boston Common Society, which for generations fought to keep the grounds of the Common sacred and unspoiled, were rallying last night to the standards of the society, which is now no more.

The filing of the bill for a memorial monument similar to the Arc de Triomphe in Paris, came as a surprise to the legislators. Just why there is a movement for it at this time was puzzling to many on Beacon Hill.

Under the plans for the memorial, the arch would stretch across Charles street from the Common to the Public Garden. The specifications for the memorial, as given in the bill filed yesterday are as follows:

Description of Arch

"The mass of the structure shall be 66 feet in width by 28 feet in depth and 62 feet to the top of the cornice; the total height from the ground to the tip of the wings of the figure of Victory shall be approximately 90 feet; the central archway shall be approximately 24 feet in width by 36 feet in height; the foundation shall be of reinforced concrete and granite and the exterior shall be faced with Massachusetts light granite.

"Lettering shall be carved on the surface of the stone, but sculptural groups, doors and grilles may be of bronze. The interior of the memorial chamber, to be located over the arch, shall have floors of rich marble and stone with inserts of bronze, designating the shield of the Commonwealth together with the insig-

nia of the Army, Navy and Marine Corps.

"The walls shall be in white marble with base of black granite, all appropriately paneled to form a suitable background for bronze tablets or memorial inscriptions to be carved directly upon the marble panels. Said arch and its appurtenances shall also conform to such designs and plans as have been filed with the clerk of the Senate.

Figure of Victory

"The ceilings shall be of marble and bronze. The exterior design shall be crowned by a figure of Victory and supported by four figures emblematic of valor, science, mercy (typifying the Red Cross) and recording history.

"At the base shall be grouped the men-at-arms of the six principal wars in which the Commonwealth has taken part since its foundation; while tablets in relief over the arch may typify outstanding achievements of the World war.

"Upon the stone surface over the various groups shall be carved in Roman letters the names of the principal engagements of the various wars. The arch proper shall be set back from the side of Charles street approximately 65 feet and surrounded by a pavement of granite blocks suitably designed and with inserts of bronze lettering and the 11 county seals grouped about the seal of the Commonwealth. Provisions shall be made to illuminate the monument at night. There shall be installed in said arch a concealed bell so devised as to strike 11 every twenty-four hours.

V. F. W. Head Protests

The bill stipulates that the special commission to have charge of the monument would expend, subject to appropriation, in the current fiscal year, a sum not exceeding \$250,000, and in the fiscal year ending Nov. 30, 1936, a further sum not exceeding \$235,000.

Francis X. Cotter, department commander of the Veterans of Foreign Wars, last night said that veterans will oppose such an Arc de Triomphe.

"The expenditure of \$50,000 for such a monument would be a waste of public

money," Commander Cotter said. "The veterans want a building—not a monument. They want something useful. There are enough monuments to veterans now."

Representative Phillip G. Bowker of Brookline, said the new monument, when and if it is built, will be copied from the model of Sidney T. Strickland, Boston architect, which was made four years ago.

This model, displayed in a window at 11 Beacon street, was called "The Arch of Remembrance," and according to Representative Bowker, will be one of the finest monuments of its kind ever erected.

In order to finance the monument Representative Bowker said one of the plans under consideration is by taking a public subscription.

Charles R. Greco, chairman of the State Art Commission, appointed by former President Coolidge while he was governor, said he favors a building instead of the proposed monument.

He said that while President Coolidge was governor a number of hearings were held on building a war memorial and the veterans at that time voted unanimously in favor of a memorial auditorium on the Charles River embankment, at the foot of Arlington street, which has since been filled in making even a better site.

POST
Boston, Mass.

FEB 28 1935

COLE QUILS JOB ON RACE BOARD

Mails Resignation to Governor to Take Effect Not Later
Than March 12---Refuses to Accept Dictation---Resents
Curley's Intention to Fill Commission Positions

Purcell, Likely Successor as
Chairman, Leaves for South
to See Chief Executive

Hitch in Granting of Fifth Dog
Track License as Protests
Continue to Pile Up

BY ROBERT T. BRADY

Flat refusal to accept dictation from Governor Curley in connection with the discharge or employment of particular persons in the office of the State Racing Commission, constituted the basis of the formal resignation of General Charles H. Cole as chairman and member of that board, which was sent by mail to the Governor's office last night.

General Cole asserted that the discharge of Lawrence J. Bresnahan as assistant secretary, "by your direct orders," without a hearing and without any charges being preferred against him, "was most unfair."

In his letter of resignation, the General said that the election of Cornelius ("Tubber") Cronin in place of Mr. Bresnahan by vote of the two other members of the board, "by your direct order," put into the position of assistant secretary "a young man without any secretarial or office experience."

Cole Quits Job as Head of State Racing Board

Continued From First Page

Finally, General Cole asserted that the Governor's intention to appoint all persons on the Racing Commission staff through his Assistant Secretary Frank L. Kane, "violates every principle of business and executive work."

"It means responsibility but no authority," said the general. The resignation, which was predicted in the Post last Friday, is to take effect at the pleasure of the Governor, "but in any event on March 12, 1935."

General Cole declined to amplify the statements contained in his formal letter to the Governor last night, but it is said by his friends that he may have more to say regarding the Governor's attempt to exert political influence on him and the commission at a later date.

Cole's Letter

In his letter to Governor Curley, the retiring chairman said:

"Your Excellency:

"Lawrence J. Bresnahan, assistant secretary of the State Racing Commission, was dismissed by this commission Feb. 23, 1935, by your direct orders. No charges were preferred against him; he was given no hearing nor was he given the customary two weeks' notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was out-voted by the two other members of the commission.

"Again yesterday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also, yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the Racing Commission staff would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts, I am obliged to tender you my resignation as chairman and member of the State Racing Commission to take effect at your convenience, but in any event on March 12, 1935.

"Yours respectfully,
"CHARLES H. COLE."

Purcell Off for South

James T. Purcell, who expects to be named chairman of the Racing Board in place of General Cole, left for Florida yesterday morning. He planned to meet Governor Curley at Palm Beach or Miami to talk over the situation with him. Mr. Purcell was an applicant for a dog track license at Peabody, but the commission failed to grant it. If he should be appointed to the chairmanship or membership on the board he would have to abandon any interest in a track license.

The action of General Cole yesterday was in direct line with that he took towards attempts to dictate appointments to the Boston fire department when Mr. Curley became Mayor of Boston first in 1914.

It was early in the administration of the then Mayor Curley. Suggestions had come from the Mayor's office relative to appointments and promotions within the department.

Current Several Days

General Cole's answer at that time was merely a letter of resignation, in which he declined to accept responsibility for the work of the department without having the authority to name the men who would work under him.

Reports that Mr. Bresnahan would be fired on orders from the Governor were current for several days before the matter came to a head last Thursday. Charles F. Connors and William H. Ensign, constituting a majority of the commission, made it known that the Governor wanted Mr. Bresnahan's job given to Mr. Cronin.

Mr. Bresnahan wrote a resignation and handed it to General Cole on the morning of Feb. 21. The general immediately tore it up and threw it in the waste basket. He said that inasmuch as Mr. Bresnahan was a competent employee of the commission and no charges had been preferred against him, he would not stand for a resignation, but would demand a formal vote of the three commissioners on the Governor's order to fire him.

Insists on Formal Vote

The action of Chairman Cole was reported to Governor Curley, who is said to have replied that he wanted the resignation of Bresnahan by that night, or he would fire the entire membership of the commission. Later in the day, Messrs. Connors and Ensign tried to persuade Mr. Bresnahan again to resign, but Chairman Cole was obdurate about the matter and insisted upon a formal vote.

When it was taken, he voted against the discharge of the assistant secretary and the two other commissioners voted for it in accordance with Governor Curley's direction.

On Monday of this week the commission conferred with Mr. Cronin, the man picked by Governor Curley to succeed Mr. Bresnahan. On Tuesday, when the vote was taken on the election of Mr. Cronin, General Cole voted against him and Commissioner Connors and Ensign voted for him.

Another Hitch

It is understood that there was another hitch in the proceedings of the commission yesterday, when the matter of granting a fifth dog racing track was considered. It is said that Governor Curley had indicated his preference to have this additional dog racing license issued to promoters who intend to operate in West Springfield.

It is said also that some of those who were interested in the dog track at Dennison Airport in Quincy, believing that their chances of getting a license are not good, had entered into some form of agreement with the Springfield promoters by which they would be

permitted to share in the business in the western part of the State.

Much Objection

Friends of the West Springfield track were extremely confident that they would get a license for that location yesterday. Publication in the Post yesterday morning of the rumored tieup between the Quincy and the Springfield interests in that track are said to have caused a delay in the granting of the fifth license.

Moreover, when the hearing was held in West Springfield regarding the dog racing license there, only two or three persons appeared in favor of the track while nearly 200 citizens are said to have offered serious objections.

No action was taken on any additional dog track licenses by the racing board yesterday.

At the same time those who are anxious to have the Legislature take speedy action to clear up all legal confusion as to the right of cities and towns to pass on locations for dog tracks within their limits ran up against a snag yesterday.

Refuses Action on Bill

Speaker Leverett Saltonstall of the House refused to bring out of the rules committee at once a bill of Representative Eugene F. Giroux of Somerville, which covers that point in the present controversy.

The Giroux bill would make public hearings mandatory on all horse and dog track licenses before they are granted. It would allow any party interested to have an appeal to the Governor and Council from the action of the racing board. It would make the granting of licenses for race tracks in any city or town specifically subject to the provisions of the General Laws, Sections 33 and 34 of Chapter 271, which requires the consent of the Mayor and City Council, or the selectmen of a town before they could be constructed and operated, and finally it would allow any 25 citizens to sign a petition for a hearing on the revocation of any license for a race track which was granted.

Argue for Petition

Representative Giroux and Conrad W. Crooker, Boston attorney, contend that with so much possible litigation and court proceedings in the offing, with reference to the present controversy over the right of a city or town to pass upon a track proposal, the bill should be let in by the rules committee for consideration by the regular legislative committee on legal affairs at the same time that other race track amendments are taken up for public hearings next Tuesday.

"I shall not allow the Giroux bill or some others which were filed late to be let in under suspension of the rules," said Speaker Saltonstall last night, "until the legal affairs committee has held its hearings next Tuesday on measures which are now pending before that committee affecting the racing situation."

Accuses Rep. Hays

The Speaker's attitude on this matter last night brought a blast from Attorney Crooker, who charged that Representative Martin Hays of Brighton, who is counsel for the licensees of the Cambridge dog track, is blocking action in the rules committee, of which he is a member, and is influencing the Speaker to delay consideration of the Giroux bill.

"This is the only bill which can clear up this entire situation at once," said Mr. Crooker last night. "There is little doubt that the Legislature would vote overwhelmingly in favor of this matter, because it would put an end to all controversy and would eliminate the necessity of cities and towns going to the courts to fight against the location of race tracks without proper hearings.

Expresses Surprise

"I was surprised when the Speaker informed me that he would not let the Giroux bill out of the rules committee before next Tuesday, when other measures affecting the racing law would be heard. I fear that in this matter he is being unduly influenced by his former bitter enemy, now his close political friend, Martin Hays, who is interested in the Cambridge race track, and by his other political friends, Bob Bottomly and Charlie Innes."

AGED TO PROTEST

Inmates of Cambridge Home and of Tuberculosis Hospital to Ask Dog Track Be Barred as Dangerous to Health of the Community

A pitiful petition, the plea of the sick and aged of Cambridge for peaceful nights unbroken by the shrill clamor of racing dogs and the excited roars of race followers, is to be added to the imposing list of protests against the erection of a dog racing track at Concord avenue and Alewife Brook parkway, Cambridge, within a few days, it was learned last night.

Some 240 inmates of the Cambridge Home for the Aged and Infirm, and more than 80 patients of the Cambridge Tuberculosis Hospital will sign the petition, which will be circulated tomorrow.

More subtly directed than other protests, official and unofficial, which have been made to the State Racing Commission the petition will be addressed to the Cambridge Board of Health, which will be urged to bar the track as a "public nuisance," dangerous to the health of the community.

To Seek Sanction Today

John T. Shea, superintendent of the Home for Aged and Infirm, will appear before the Board of Public Welfare this afternoon at 4:30 o'clock to seek approval for the circulation of the petition from the commissioners.

If official sanction is denied Mr. Shea will present the petition as a private citizen, he said last night. Residents and patients of both institutions have discussed the matter and are anxious to add their voices to the storm of protest against the track.

"I will ask the members of the board

"JIM HAVING GOOD TIME," SAYS ELY

Back at his home in Westfield after a vacation in Florida, former Governor Ely declined last night to comment on the resignation of General Cole from the racing commission, the changes in the Boston police commissionership or the contemplated action of the Governor to remove Eugene C. Hultman as chairman of the Metropolitan District Commission. He also declined to discuss the protests which are being made against dog racing in the State.

"From what I hear," said the former Governor, "Jim is having a good time, but I don't know who else is."

for official sanction of the petition," said Mr. Shea.

"I am certain that it will be granted, but if the commissioners find that official reasons prevent them from following their personal inclinations to grant it, I plan to circulate the petition as a private citizen. The residents of the home wish to express their opposition to dog racing in Cambridge."

Traffic Hazards

It is expected that every resident of the home will sign the petition. It will then be taken to the Tuberculosis Hospital and submitted to the patients.

The petition will set forth the reasons for opposition to the track and urge the health commissioners to brand it a public nuisance. The proximity to the proposed site to both institutions will be stressed.

The tremendous uproar caused by the nightly race meetings will disturb the rest of the aged and deprive those battling the "white plague" of needed sleep, the petition will point out. Traffic hazards—the danger to the old people and to visitors to the institutions—will find place in the protest.

Home owners in the residential section bordering the site of the proposed track have already called attention of the City Council to traffic problems, but the bulk of the protests of the home owners themselves have been based on the proximity of the site to the home and hospital.

No Permit Sought Yet

The promoters of the track "realize that they are licked," Representative Thomas P. Dillon said yesterday, as he announced that all Cambridge members of the Legislature are opposed to dog racing in the city.

"The backers of the track are not Cambridge residents. Let them construct it in Brookline, Newton or the Back Bay. We don't want it in Cambridge. I am going to give my support to a bill already filed calling for the revocation of legal dog racing in Middlesex County," Representative Dillon said.

No application for a building permit for the erection of the track had been made at closing hour yesterday afternoon at the office of Buildings Superintendent John J. Terry, at Cambridge City Hall.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 28 1935

Cleaner Streets in Dorchester Urged



A concerted drive to make Dorchester a spic-and-span community was urged by the Rev. Michael J. Cudahy of St. Matthew's Church, Dorchester, before 400 persons at the annual banquet of the Dorchester Board of Trade at the Hotel Touraine last night.

Diverging from his original subject of food distribution by welfare agencies in Dorchester the well known priest stated that in his observation for years he had noticed that Dorchester streets were particularly ill-kept.

"For 13 years I was stationed at Quincy and in that time I noticed that the residents kept their streets clean," he said. "The same cannot be said of Dorchester streets. The citizens are not doing their job. I ask the Dorchester board of trade to start a move to have the residents clean up the streets, put their lawns into fine shape and trim their bushes.

"It will add greatly to the happiness of the people to have the streets kept neat. It will prevent people from moving from the district. The fault is not with the city government. It is with the residents themselves," he concluded.

Eliot Wadsworth, president of the Boston Chamber of Commerce, spoke of the Japanese competition that is threatening New England textiles. With every modern form of textile machinery and equipment at their disposal the Japs are obtaining a far lower labor price than New England, as well as low taxation, he said. This enables them to offer goods at low prices.

"New England mills," he said, "are closing up and leaving here faster now than ever. It is because of the restrictive legislation on labor and high taxes. I believe that it is almost too late to help the textile mills."

Mayor Mansfield spoke on the sales tax and the advantages that could be derived from a tax on retail goods. "New sources of money are needed and the taxpayers can dig no deeper into their pockets," the Mayor stated.

Lieutenant-Governor Hurley, representing Governor Curley, traced the history of Dorchester and expressed confidence in the future of the 200,000 persons who live in Dorchester. The speakers were introduced by Patrick J. Connelly, president of the organization. A wrist watch was presented to John J. Dailey, for 22 years secretary of the board. The presentation was made by President Connelly.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 28 1935

TWO POLICE BILLS / RECALLED BY SENATE

Civil service protection for Superintendent Martin H. King and his four deputies in the Boston police department was delayed at least five more days yesterday when the Senate recalled the two legislative bills which were resting on Governor Curley's desk.

The parliamentary measure was adopted to prevent the bills from becoming law automatically in the absence of the Governor, who went to Florida, Monday, for a short vacation. Normally bills enacted by the Legislature become effective in five days unless the Governor vetoes them or returns them to the Legislature for amendment.

The bills will become effective next Tuesday unless the Senate again recalls them and continues to postpone action until the Governor returns or indicates to Lieutenant-Governor Joseph L. Hurley, as acting Governor, whether he desires the bills to pass or to receive the veto.

Press Clipping Service
2 Park Square
BOSTON MASS.

POST
Boston, Mass.

FEB 28 1935

station this afternoon, where owners will be notified to identify their property.

Shoe Production Off 48,000,000 in 25 Years

Complaining that the production of shoes in Massachusetts had shown a decline of 48,000,000 pairs in the last 25 years, while the national output increased by 70,000,000 pairs, manufacturers yesterday urged the creation of a State board to settle disputes in the industry.

A large group of producers attended the public hearing held at the State House by Governor Curley's special advisory committee headed by Dean Gleason L. Archer of the Suffolk Law School. They claimed that the labor unions were responsible for the shoe manufacturers leaving here for other States, and suggested national legislation to establish uniform wage scales. The committee will hear the workers' side of the case at a hearing this afternoon.

TRAVELER

Boston, Mass.

FEB 28 1935

CASSIDY AS HEAD OF RACING PLANS OPEN HEARINGS

Gen. Cole's Successor Will Not Tolerate Cruelty and Will Insist on Suitable Track Locations—Racket Czar, from Prison Cell, Directs Florida Interests Which Have Corner on Greyhound Market

(Special to the Traveler)

PITTSFIELD, Feb. 28 — License for dog or horse racing tracks in this state will be issued only after a public hearing, when former State Senator Thomas F. Cassidy of this city, Gov. Curley's nominee for the position just vacated by Gen. Charles H. Cale, is confirmed by the council, Atty. Cassidy stated here today.

NO OPINION FORMED

Cassidy stated that he has formed no opinion of dog racing, which has been the subject of bitter criticism by opponents of the sport, but declared that if he found dogs subjected to cruelty in connection with racing that he would take steps to see that the laws against cruelty to animals were promptly enforced.

Stating that he would accept the nomination made last night by Gov. Curley, he said "the spirit as well as the

letter of the law should be observed. I shall administer the racing law as I find it on the statute books. The law provides for dog racing. It will not be my province to say whether or not there shall be dog racing, or whether that provision of the law should be repealed and wiped from the statute books. That is a matter for the Legislature and the public, who put the law on the books through referendum."

Commenting on the current furore against issuance of dog track licenses without public hearing, Cassidy said: "Before any license is issued for dog racing I believe, and if confirmed shall make certain, that a member of the commission or an agent of the commission visits the proposed location of the track, to make certain that it is a suitable place for a race track. If it is found to be a suitable place I shall then see that public advertisements concerning the application are published so that everyone will know just what is proposed and where the track is to be. Opponents will be given a full opportunity at a public hearing to say their say against it. Both sides will be given a full hearing."

He pronounced himself emphatically against establishment of horse or dog tracks in residential neighborhoods. He said: "No license shall be issued by me for any track in a residential neighborhood, or that would be near any hospital or other public institution or in any place where it might become a nuisance." He hastened to add that he was not "passing judgment" on anything that has been done by the racing commission, here. "I am not talking about what has happened," he said, "but merely outlining a broad general policy that I will follow."

Asked for his personal opinion on dog racing he said: "I have never seen a dog race in my life, except as between my own English and Irish setters. I have raised dogs all my life and love them. As I understand it these racing dogs chase a mechanical rabbit. Is that right?" He was assured that he was right.

"Well, aren't we all?" he queried. "The dogs are chasing an illusion and so are all the rest of us—and I don't see anything particularly cruel in that for the dogs." He pronounced himself bitterly opposed to cruelty of the sort charged against operators of dog tracks such as cutting of the feet, starving and binding of the feet. "There's law on the statute books covering cruelty to animals," he said, "and so far as I'm concerned that law will be enforced. I am a lover of dogs and would not tolerate any such thing."

Outlining the policy he will adopt, he said: "I will accept the law as I find it. I think we should enforce it in the spirit as well as the letter. I think we should keep in mind what the public had in mind when it voted in favor of racing last fall. We also should con-

TRAVELER

Boston, Mass.

FEB 28 1935

Best Boost in Years, Says Gov. Curley

(Special to the Traveler)

PALM BEACH, Fla., Feb. 28—Gov. James M. Curley, who is vacationing here, today thrust governmental questions aside to comment upon the return of Babe Ruth to Boston.

"It's a wonderful thing, his returning to Boston," said the Governor. "The Red Sox loss is the Braves' gain. The return of Ruth to the greatest baseball city in the country is particularly fitting, as it was with Boston that he first won nation-wide fame. It is the best boost the game has had in years."

Al Capone dogs will run in Massachusetts unless Gov. Curley and the racing commission heed the ever mounting tide of protest against greyhound racing, it was learned today.

FATHER OF DOG RACING

Despite the fact that Capone, of Atlanta and Alcatraz, is still in a federal prison, the Florida dog racing interests—in which he is a dominant factor—control all the best racing dogs in the country, and virtually hamstring racing when an attempt is made to operate it without their connections. They have a monopoly on the finest greyhounds in the United States, and it was the money of the pale, pudgy gangster, "father of dog racing" in this country, that enabled these Florida connections to start operating more than a decade ago.

As a result of the dog racing interests which he still controls from behind the bars, many is the nickel and the dime added to the Capone coffers, along with the bootleg booze profits which are being held in toto

in trust for Al when he gets out from under federal glass.

Other developments in the dog racing situation as it stood today found a new state racing commissioner, Thomas F. Cassidy of Cheshire, in the Berkshires, ready to assume the post which Gen. Charles H. Cole resigned in protest against Gov. Curley's interference with his activities.

APPOINTMENT MARCH 13

Announcement of Cassidy's appointment came from Gov. Curley, vacationing at West Palm Beach, who said he would accept the nomination of Cole and send Cassidy's name to the executive council March 13.

One of the chief reasons for the resignation of Cole was the removal of Lawrence J. Bresnahan as assistant secretary of the commission and his replacement by Cornelius H. Cronin of Cambridge. Curley was hostile toward Bresnahan, and had also directed that the executive department fill all jobs connected with the commission. Cole objected to this on the ground that the position of racing commissioner thus became one of responsibility without authority.

STORM OF PROTEST GROWS

Meanwhile, the storm of protest against allowing the dogs to chase the elusive mechanical rabbit in this state went on unabated, with a poll of mayors and selectmen of 47 cities and towns revealing that dog racing and betting was opposed as a dire public menace. With Mayor Mansfield firm in his refusal to issue licenses for tracks in South Boston and Cambridge, the officials of the 47 cities and towns united in their refusal to give the greyhounds a haven.

"If it isn't good enough for Boston, it isn't good enough for us," was the opinion most frequently expressed, and included every city and town in the Greater Boston area.

As another angle in the virtual monopoly which the Florida interests have on dog racing in this country, the Traveler learned that these interests are particularly concerned with the situation here and have successfully negotiated with the owners of two Massachusetts tracks, who will show and race Florida dogs or dogs owned by the Florida groups. The same interests have offered as much as \$15,000 to the persons who can "sell a new license or acquire any approved present location."

It also was learned that in addition to the two tracks, another here has been approached by the Florida interests; but according to the counsel for the Bay State Grayhound Racing Associates, Inc., which has the license for the Cambridge track, his group will fight any outside control.

Martin Hays, state representative from Brighton, counsel for the Cambridge group, declares his organization will fight any attempt at outside control, and says that racing there will be conducted properly on methods as "clean as a hound's tooth."

Despite the opposition, he asserted his organization would continue with plans to erect and operate a track in Cambridge, as "we have been properly licensed."

The Bay state group is listed on the original application for the license as follows:

George H. Reynolds, 729 Winthrop avenue, Revere; George C. Funk, 210 Mason terrace, Brookline, and Rowland T. Cresse, 127 Governor's avenue, Medford.

HAYS MERELY ATTORNEY

Hays says he has no connection with the group except that of attorney.

Fred Wheeler, president of the East Cambridge Savings Bank, acting for the Concord Realty Corp., confirmed the fact that negotiations were under way to sell the property for the site of the Cambridge track. It is a 25-acre lot, assessed at \$82,400 and is along Concord avenue in the Alewife brook section in Cambridge.

Robert J. Bottomly, treasurer of the Old Harbor Realty Company which owned the land that the Old Harbor Kennel Club has taken for a track in South Boston, charged that opposition to dog racing is paid propaganda, and defends his action on the ground that "in these hard times I would not turn down any good lease."

HARD TO ANSWER

Few persons in Massachusetts, including 16 would-be operators of dog tracks, could answer this question today:

"Who will supply the dogs for racing in Massachusetts?"

The Florida interests can answer this question, because it is their business. To operate one successful dog track meeting, it is necessary to have at least 600 to 800 dogs on the grounds, unless the same dogs are run over and over again. This was one of the reasons why few persons in Massachusetts could answer the question of who will supply the dogs.

Successful and non-successful applicants for dog track licenses will admit, as will the state racing commission, that there is no one in the state who has the experience to con-

TRAVELER
Boston, Mass.

FEB 28 1935

Best Boost in Years, Says Gov. Curley

(Special to the Traveler)

PALM BEACH, Fla., Feb. 28—Gov. James M. Curley, who is vacationing here, today thrust governmental questions aside to comment upon the return of Babe Ruth to Boston.

"It's a wonderful thing, his returning to Boston," said the Governor. "The Red Sox loss is the Braves' gain. The return of Ruth to the greatest baseball city in the country is particularly fitting, as it was with Boston that he first won nation-wide fame. It is the best boost the game has had in years."

UP RACING PLANS OPEN HEARINGS

Gen. Cole's Successor Will Not Tolerate Cruelty and Will Insist on Suitable Track Locations—Racket Czar, from Prison Cell, Directs Florida Interests Which Have Corner on Greyhound Market

Al Capone dogs will run in Massachusetts unless Gov. Curley and the racing commission heed the ever mounting tide of protest against greyhound racing, it was learned today.

FATHER OF DOG RACING

Despite the fact that Capone, of Atlanta and Alcatraz, is still in a federal prison, the Florida dog racing interests—in which he is a dominant factor—control all the best racing dogs in the country, and virtually hamstring racing when an attempt is made to operate it without their connections. They have a monopoly on the finest greyhounds in the United States, and it was the money of the pale, pudgy gangster, "father of dog racing" in this country, that enabled these Florida connections to start operating more than a decade ago.

As a result of the dog racing interests which he still controls from behind the bars, many is the nickel and the dime added to the Capone coffers, along with the bootleg booze profits which are being held in toto

in trust for Al when he gets out from under federal glass.

Other developments in the dog racing situation as it stood today found a new state racing commissioner, Thomas F. Cassidy of Cheshire, in the Berkshires, ready to assume the post which Gen. Charles H. Cole resigned in protest against Gov. Curley's interference with his activities.

APPOINTMENT MARCH 13

Announcement of Cassidy's appointment came from Gov. Curley, vacationing at West Palm Beach, who said he would accept the nomination of Cole and send Cassidy's name to the executive council March 13.

One of the chief reasons for the resignation of Cole was the removal of Lawrence J. Bresnahan as assistant secretary of the commission and his replacement by Cornelius H. Cronin of Cambridge. Curley was hostile toward Bresnahan, and had also directed that the executive department fill all jobs connected with the commission. Cole objected to this on the ground that the position of racing commissioner thus became one of responsibility without authority.

STORM OF PROTEST GROWS

Meanwhile, the storm of protest against allowing the dogs to chase the elusive mechanical rabbit in this state went on unabated, with a poll of mayors and selectmen of 47 cities and towns revealing that dog racing and betting was opposed as a dire public menace. With Mayor Mansfield firm in his refusal to issue licenses for tracks in South Boston and Cambridge, the officials of the 47 cities and towns united in their refusal to give the greyhounds a haven.

"If it isn't good enough for Boston, it isn't good enough for us," was the opinion most frequently expressed, and included every city and town in the Greater Boston area.

As another angle in the virtual monopoly which the Florida interests have on dog racing in this country, the Traveler learned that these interests are particularly concerned with the situation here and have successfully negotiated with the owners of two Massachusetts tracks, who will show and race Florida dogs or dogs owned by the Florida groups. The same interests have offered as much as \$15,000 to the persons who can "sell a new license or acquire any approved present location."

It also was learned that in addition to the two tracks, another here has been approached by the Florida interests; but according to the counsel for the Bay State Greyhound Racing Associates, Inc., which has the license for the Cambridge track, his group will fight any outside control.

Martin Hays, state representative from Brighton, counsel for the Cambridge group, declares his organization will fight any attempt at outside control, and says that racing there will be conducted properly on methods as "clean as a hound's tooth."

Despite the opposition, he asserted his organization would continue with plans to erect and operate a track in Cambridge, as "we have been properly licensed."

The Bay state group is listed on the original application for the license as follows:

George H. Reynolds, 729 Winthrop avenue, Revere; George C. Funk, 210 Mason terrace, Brookline, and Rowland T. Cresse, 127 Governor's avenue, Medford.

HAYS MERELY ATTORNEY

Hays says he has no connection with the group except that of attorney.

Fred Wheeler, president of the East Cambridge Savings Bank, acting for the Concord Realty Corp., confirmed the fact that negotiations were under way to sell the property for the site of the Cambridge track. It is a 25-acre lot, assessed at \$82,400 and is along Concord avenue in the Alewife brook section in Cambridge.

Robert J. Bottomly, treasurer of the Old Harbor Realty Company which owned the land that the Old Harbor Kennel Club has taken for a track in South Boston, charged that opposition to dog racing is paid propaganda, and defends his action on the ground that "in these hard times I would not turn down any good lease."

HARD TO ANSWER

Few persons in Massachusetts, including 16 would-be operators of dog tracks, could answer this question today:

"Who will supply the dogs for racing in Massachusetts?"

The Florida interests can answer this question, because it is their business. To operate one successful dog track meeting, it is necessary to have at least 600 to 800 dogs on the grounds, unless the same dogs are run over and over again. This was one of the reasons why few persons in Massachusetts could answer the question of who will supply the dogs.

Successful and non-successful applicants for dog track licenses will admit, as will the state racing commission, that there is no one in the state who has the experience to control dog racing operations. This fact, it has admitted, has indirectly led to charges of political persuasion, land deals, and persuasion in the matter of licenses.

HOSPITALS TO PROTEST

Although they refused to be quoted, persons most closely linked with dog racing in this state admitted dog meetings here seemed far off at the present time.

Following the disclosures that the mayors and selectmen of the 47 cities and towns had turned thumbs down on the sport, it was announced that inmates of the Cambridge Home for the Aged and Infirm and patients in the Cambridge Tuberculosis Hospital were preparing to protest against the noise which the nearby dog track would cause.

As Cambridge protests continued, John J. Terry, superintendent of the Cambridge building department, announced that the state must issue a certificate of egress, governing grandstands and exits, before he could grant a permit to build the track.

Mrs. J. A. De Haas, president of the Belmont Women's Club, and Mrs. Carroll Chase of the Cambridge League of Women Voters, today led a delegation from Cambridge and Belmont to the offices of the state racing commission to protest against dog racing.

(Special to the Traveler)

PITTSFIELD, Feb. 28 — License for dog or horse racing tracks in this state will be issued only after a public hearing, when former State Senator Thomas F. Cassidy of this city, Gov. Curley's nominee for the position just vacated by Gen. Charles H. Cole, is confirmed by the council, Atty. Cassidy stated here today.

NO OPINION FORMED

Cassidy stated that he has formed no opinion of dog racing, which has been the subject of bitter criticism by opponents of the sport, but declared that if he found dogs subjected to cruelty in connection with racing that he would take steps to see that the laws against cruelty to animals were promptly enforced.

Stating that he would accept the nomination made last night by Gov. Curley, he said "the spirit as well as the

letter of the law should be observed. I shall administer the racing law as I find it on the statute books. The law provides for dog racing. It will not be my province to say whether or not there shall be dog racing, of whether that provision of the law should be repealed and wiped from the statute books. That is a matter for the Legislature and the public, who put the law on the books through referendum."

Commenting on the current furore against issuance of dog track licenses without public hearing, Cassidy said: "Before any license is issued for dog racing I believe, and if confirmed shall make certain, that a member of the commission or an agent of the commission visits the proposed location of the track, to make certain that it is a suitable place for a race track. If it is found to be a suitable place I shall then see that public advertisements concerning the application are published so that everyone will know just what is proposed and where the track is to be. Opponents will be given a full opportunity at a public hearing to say their say against it. Both sides will be given a full hearing."

He pronounced himself emphatically against establishment of horse or dog tracks in residential neighborhoods. He said: "No license shall be issued by me for any track in a residential neighborhood, or that would be near any hospital or other public institution or in any place where it might become a nuisance." He hastened to add that he was not "passing judgment" on anything that has been done by the racing commission here. "I am not talking about what has happened," he said, "but merely outlining a broad general policy that I will follow."

Asked for his personal opinion on dog racing he said: "I have never seen a dog race in my life, except as between my own English and Irish setters. I have raised dogs all my life and love them. As I understand it these racing dogs chase a mechanical rabbit. Is that right?" He was assured that he was right.

"Well, aren't we all?" he queried. "The dogs are chasing an illusion and so are all the rest of us—and I don't see anything particularly cruel in that for the dogs." He pronounced himself bitterly opposed to cruelty of the sort charged against operators of dog tracks such as cutting of the feet, starving and binding of the feet. "There's law on the statute books covering cruelty to animals," he said, "and so far as I'm concerned that law will be enforced. I am a lover of dogs and would not tolerate any such thing."

Outlining the policy he will adopt, he said: "I will accept the law as I find it. I think we should enforce it in the spirit as well as the letter. I think we should keep in mind what the public had in mind when it voted in favor of racing last fall. We also should con-

TRAVELER

Boston, Mass.

FEB 28 1935

CURLEY SPEEDS by Hunt SEARCH FOR BOY ed by Curley

Orders Police Co-ordination in Hunt for Missing Persons

Laurence Simm, 10, of 166 Willard street, West Quincy, has been missing since he left the Gridley Bryant grammar school near his home yesterday, it was reported to police today. The boy, a fourth grade pupil, is 4 feet 4, weighs 62, and wore a brown zipper jacket, blue stocking cap and black shoes.

Reorganization and co-ordination of police activity in searches for missing persons has been ordered by Gov. Curley as a result of the failure to locate Robert Mythen, 19-year-old Winthrop high school student, who disappeared

(Continued on Page Nine)



Richard Avery, 17, missing Winthrop boy, last reported in Pittsfield.

Governor Orders Co-ordinated Police Action in Case

(Continued from First Page)

Christmas eve on Beacon Hill, it was learned today.

ASKS FOR DETAILS

The Governor has asked the Boston police to send him complete information and photographs of all persons reported missing during recent months, according to members of Mythen's family, who have requested the assistance of the state police in the search for the Winthrop boy.

At the same time Herbert S. Avery, prominent Boston attorney, said that he believes his son, also a Winthrop high school student, who dropped out of sight Monday, is on a "hitch-hiking tour."

The Mythen family was told that Gov. Curley plans to secure details about missing persons here and send circulars to all major police departments in the country.

They were also told that Richard D. Grant, the Governor's secretary, will give special radio broadcasts as part of the drive to locate missing persons.

DISAPPEARED DEC. 24

Young Mythen disappeared under mysterious circumstances while strolling around Beacon Hill with several companions Christmas eve to hear the carol singers.

Richard H. Avery, 17, a baseball star at Winthrop High, left his home in an automobile Monday. When he failed to return his father asked police to locate him.

His father announced today, however, that he had received a letter from his son, informing him that he had parked the car in Pittsfield.

Atty. Avery said that his son had often expressed a desire "to see the country" and consequently he believes that accounts for his disappearance.

TO CIRCULARIZE COUNTRY

When Avery's disappearance was reported to Boston police they decided to combine the hunt for both missing Winthrop high school students.

Preparations were made today at Boston headquarters to flood the country with photographs and descriptions of the students.

All previous efforts to find any sign of Mythen have been fruitless, despite the fact that seven detectives had worked on the case and 400 circulars have been sent to outside police departments. At one time police believed he may have been kidnaped, but later discarded that theory.

His family, however, does not believe that he disappeared voluntarily, since he had little money with him and had made preparations to deliver presents on Christmas day. They said they knew no reason why he should be abducted, but believe that he may have been mistaken for some one else.

DROPPED OUT OF SIGHT

He left his home on Cottage avenue, Winthrop, the night before Christmas and came to Boston with several friends.

While walking through Louisburg square they discovered that Mythen had dropped out of sight. No word has been heard from him since.

Pittsfield police found Avery's car parked opposite the postoffice in that city today. His father received the letter from him at their home, 19 Washington avenue, Winthrop, this morning, telling him where he had left the automobile.

Descriptions of both Avery and My-



ROBERT MYTHEN, 19

then have been sent out over the police teletype.

Avery is 5 feet, 7 inches tall, weighs 140 pounds, and was wearing a black leather jacket, blue hat, blue sweater and high leather hiking boots with white laces.

Mythen is 5 feet, 8 inches tall, weighs 145 pounds, has blond curly hair and a small scar under the nose. When he disappeared he was wearing a blue serge suit, brown soft hat and gray topcoat.

Mythen was a senior and Avery a junior at Winthrop high school. Atty. Avery said today that he does not believe the boys were acquainted.

Press Clipping Service
2 Park Square
BOSTON MASS.

Don't miss Sinclair Lewis's new serial, "Seven Million Dollars," written especially for THIS WEEK, with FREE color reproductions of the illustrations every Sunday with THE BOSTON SUNDAY HERALD. Order today.

DEPENDABLE FURSI

FRIDAY!
SATURDAY!

Winthrop Boy Hunt Is Speeded by Curley



Richard Avery, 17, missing Winthrop boy, last reported in Pittsfield.

Governor Orders Co-ordinated Police Action in Case

(Continued from First Page)

Christmas eve on Beacon Hill, it was learned today.

ASKS FOR DETAILS

The Governor has asked the Boston police to send him complete information and photographs of all persons reported missing during recent months, according to members of Mythen's family, who have requested the assistance of the state police in the search for the Winthrop boy.

At the same time Herbert S. Avery, prominent Boston attorney, said that he believes his son, also a Winthrop high school student, who dropped out of sight Monday, is on a "hitch-hiking tour."

The Mythen family was told that Gov. Curley plans to secure details about missing persons here and send circulars to all major police departments in the country.

They were also told that Richard D. Grant, the Governor's secretary, will give special radio broadcasts as part of the drive to locate missing persons.

DISAPPEARED DEC. 24

Young Mythen disappeared under mysterious circumstances while strolling around Beacon Hill with several companions Christmas eve to hear the carol singers.

Richard H. Avery, 17, a baseball star at Winthrop High, left his home in an automobile Monday. When he failed to return his father asked police to locate him.

His father announced today, however, that he had received a letter from his son, informing him that he had parked the car in Pittsfield.

Atty. Avery said that his son had often expressed a desire "to see the country" and consequently he believes that accounts for his disappearance.

TO CIRCULARIZE COUNTRY

When Avery's disappearance was reported to Boston police they decided to combine the hunt for both missing Winthrop high school students.

Preparations were made today at Boston headquarters to flood the country with photographs and descriptions of the students.

All previous efforts to find any sign of Mythen have been fruitless, despite the fact that seven detectives had worked on the case and 400 circulars have been sent to outside police departments. At one time police believed he may have been kidnaped, but later discarded that theory.

His family, however, does not believe that he disappeared voluntarily, since he had little money with him and had made preparations to deliver presents on Christmas day. They said they knew no reason why he should be abducted, but believe that he may have been mistaken for some one else.

DROPPED OUT OF SIGHT

He left his home on Cottage avenue, Winthrop, the night before Christmas and came to Boston with several friends.

While walking through Louisburg square they discovered that Mythen had dropped out of sight. No word has been heard from him since.

Pittsfield police found Avery's car parked opposite the postoffice in that city today. His father received the letter from him at their home, 19 Washington avenue, Winthrop, this morning, telling him where he had left the automobile.

Descriptions of both Avery and My-



ROBERT MYTHEN, 19

then have been sent out over the police teletype.

Avery is 5 feet, 7 inches tall, weighs 140 pounds, and was wearing a black leather jacket, blue hat, blue sweater and high leather hiking boots with white laces.

Mythen is 5 feet, 8 inches tall, weighs 145 pounds, has blond curly hair and a small scar under the nose. When he disappeared he was wearing a blue serge suit, brown soft hat and gray topcoat.

Mythen was a senior and Avery a junior at Winthrop high school. Atty. Avery said today that he does not believe the boys were acquainted.

TRAVELER
Boston, Mass.

FEB 28 1935

Horse Racing Law Joker May Make Tracks Illegal

An apparent joker in the Massachusetts racing law which might make a horse racing track illegal in Massachusetts if within 50 miles of the Narragansett track at Pawtucket, R. I., or the Rockingham track at Salem, N. H., was discovered today.

WHERE IT FAILS

The law says that a Massachusetts horse track cannot operate at the same time that a track within 50 miles is running. The law fails to say whether this means Massachusetts or other tracks, although a similar provision affecting dog tracks definitely affects tracks within the state.

The joker will probably require legislative or court clarification as its existence would make it possible for opponents of horse racing in eastern Massachusetts, for example, to bring injunction proceedings under it against tracks in East Boston or Norwood on

the ground they are too close to Narragansett.

Racing interests outside Massachusetts appear to have been too clever for the local men.

Prospects for horse racing in Massachusetts dwindle daily with each setting sun. Despite the fact that the people voted overwhelmingly for pari-mutuel betting and legalized racing last fall, the racing commission as yet has failed to act upon any of four applications for a license to build tracks and has given no intimation when, if ever, it will so act.

LITTLE TIME TO BUILD

Of course, the political situation has had something to do with the whole matter, what with Gov. Curley assuming charge of affairs on Beacon Hill after ex-Gov. Ely had appointed the commission, but those who are inter-

(Continued on Page Sixteen)

been already assigned.

It is true that Walter O'Hara built the Narragansett track within the period of seven weeks, but his was a building miracle that probably could not be duplicated except under the same favorable circumstances, level land, accessibility of labor and materials, good weather, etc.

Leaving out the time element in constructing the track, there are other features to consider. Massachusetts is yet to have any real experience in handling race track business. With all due respect to the racing commission, the members have had no activities that will help them to handle a knotty problem when and if one comes up.

So far, the commission has not seen fit to grant a license despite the fact that four groups have applied for permits. This leads to much of the inquiry directed at the delay in granting licenses which are supposed to bring the state much added revenue.

It would appear that O'Hara, the kingpin of the Rhode Island situation has the whiphand in the entire situation. He has applied for and received dates for racing at Narragansett from July 19 to July 26; from Aug. 7 to Sept. 14 and from Oct. 9 to Oct. 26.

Now those dates, as will appear, include the most desirable parts of the summer season, and with Rockingham and Massachusetts still to contend with, there will be plenty of competition for selected dates.

The Massachusetts applications, especially for tracks proposed in East Boston and Norwood, specify two meet-through Nov. 14. The latter date is out of order since the Massachusetts statute prohibits racing after Oct. 31.

So what have we?

O'Hara has stole a march upon the Massachusetts promoters in the selection of dates. He is prominently mentioned as the builder of the East Boston track, but he also has been quoted as emphatically denying that he would have anything to do with a track at East Boston.

QUESTION OF LAW

In support of O'Hara's alleged protest against the East Boston site is the word of traffic engineers, who declare that the summer Traffic tunnel, which undoubtedly will attract a large percentage of the auto-riding spectators, cannot handle the traffic that would seek to traverse the tunnel within the hour before post time.

Yet, travels around town seem to further the thought that despite what the objectors raise against the East Boston site, the track in the Eastern part of the state will be built there.

Then comes the legal angle. There is a clause in the racing law that no two tracks may be within 50 miles of each other. It would seem to the layman that laws made for one commonwealth or state would not be infringed upon or affected by conditions in another state, but certain objectors to the Massachusetts race bill are ready to carry their objections to the supreme court because the Narragansett track in Pawtucket, R. I., under the 50-mile provision, would seem to outlaw both the Norwood and East Boston sites.

Gov. Curley has been vacationing in Florida and is said to have had a conference with Walter O'Hara, who is in Miami to attend the race meeting at Hialeah Park. It is certain that when Gov. Curley returns to Boston there will be some action on the granting of track licenses. Whether that action will come too late to assure racing in this state this year is something that only time can answer.

RECORD
Boston, Mass.

FEB 28 1935

You saw it in the BOST

2-WAY RADIO AMAZES HUB POLICE HEAD

In the first successful test of the Boston police two-way radio system yesterday, Police Commr. Eugene M. McSweeney talked with the headquarters press room, his own home and the State House while riding through the South End and Roxbury in a police cruising car.

The tests were remarkably successful and served notice that the new system would be an extremely effective weapon when completely installed. The commissioner's voice was clear and strong on each call.

Both he and Police Supt. Martin H. King, who accompanied him on the test ride, were enthusiastic.

"It will be an invaluable aid in combatting crime," Commr. McSweeney declared. "With this radio we can even call homes connected by ordinary telephones."

Supt. King said:

"It's like a miracle."

Commr. McSweeney said it would be several months before the department would be completely equipped with the two-way system

START OF TEST

He and Supt. King stepped into the test car at headquarters. In Massachusetts ave. he made his first call to the press room at headquarters.

The message was received at the headquarters switchboard. From there it was sent to the press room where John Sullivan, Boston Daily Record reporter answered. Here is the conversation:

"Hello, this is Commr. McSweeney. To whom am I talking?"

"This is John Sullivan, Commissioner."

"Well, John, I thought you boys in the press room should have the first crack at this test of the two-way radio. How is the reception?"

"It's just as though you were telephoning here from your office, Commissioner. It's hard to believe you are driving in an auto."

"It is remarkable. We are driving along Massachusetts ave. now. We've stopped for a traffic light. Now we've started again. We're making 20 miles an hour now—and now we're doing 30. Now we're coming into the Roxbury district."

TALKS WITH FAMILY

The commissioner then talked briefly with each of the reporters. While the reporters were discussing the amazing test, the commissioner called back.

"I've just talked to my family at home. It's remarkable. They got my message clearly and distinctly through an ordinary telephone," he told the reporter.

The commissioner called the State House and talked with Richard Grant, secretary to Governor Curley, and to State House newspapermen.

Under the system the calls are sent out from two-way radio equipped cars. The message is received on a section of the headquarters switch board, which has been equipped for two-way radio. From there the call can be transferred to any part of the department, another radio car and even into private homes.

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD
Boston, Mass.

FEB 28 1935

RECOMMENDS \$3,500,000 FOR NEW STATE PRISON

Abandonment of the State Prison at Charlestown and construction of four new public safety institutions at a cost of \$3,500,000 was recommended by Arthur T. Lyman, state commissioner of correction yesterday, to the legislative committee on public welfare.

RECORD
Boston, Mass.

FEB 28 1935

POLICE BILLS ARE RECALLED

Bills to place offices of superintendent and deputy superintendent of Boston police under civil service, scheduled to become law automatically Saturday because of Gov. Curley's absence and Lieut.-Gov. Hurley's unwillingness to sign them, were recalled by the Senate yesterday afternoon.

The bills were recalled from Gov. Curley's office on a motion of Senator Donald W. Nicholson of Wareham. They thus revert to the Senate, where no action is expected to be taken until Gov. Curley returns from the South.

The bills were passed Monday as a result of the storm of protest created by Joseph J. Leonard's attempt to remove Supt. Martin H. King during his brief tenure in the commissioner's office.

2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

the arison
one responsible for the
juries."

MARY CURLEY Heads for Florida

Miss Mary Curley, daughter of Governor Curley, who has been on a shopping tour in New York for the past two days, will leave that city late this afternoon for Palm Beach, where she will join her father and will later accompany him on a trip to Havana.

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD
Boston, Mass.

FEB 28 1935

Commissioner Lyman said the program had the approval of Gov. Curley, and that it was expected the institutions could be built with funds borrowed from the federal government.

Tabulating the items at the request of Rep. John W. Lasell of Northbridge, acting committee chairman, Lyman gave them as:

Receiving building, \$750,000;
first offender prison, \$1,000,000;
maximum security unit, \$800,000;
criminal insane unit, \$1,500,000.

The receiving building, he said, would be used for a 30-day study of prisoners before committing them to other prisons. The first offender prison would lift some of the burden from the now overtaxed prison colony at Norfolk. The maximum security unit would be for habitual offenders and especially desperate criminals.

During the questioning of Lyman, Rep. Lasell asked him if he knew whether "Gov. Grant" would be at the meeting. He referred to Richard D. Grant, secretary to Gov. Curley.

2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

GRANT DENIES He Plans to Quit

Richard D. Grant, secretary to Governor Curley, took time out from his busy day today to deny another rumor that he planned to resign.

His comment to newspapermen was:

"That's today's rumor. The other day they were going to make me police commissioner. Tomorrow it will be something else."

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY Project PUSHED

MERRIMACK BILL FILED

Governor Curley's proposal to establish a Merrimack valley project with \$50,000,000 of federal funds outlined at a conference here Monday of New England governors took definite shape today.

Representative Rogers, Democrat, of New Hampshire, introduced a bill into the United States House of Representatives which would set up a Merrimack valley authority.

Patterned closely after the Tennessee Valley Authority, the bill would appoint a body of three men, one each from Massachusetts and New Hampshire and one from another state to have complete control.

Those three men would be appointed by the President and would have seven year terms, with a salary of \$7500 a year.

The Merrimack Valley Authority, to be financed originally with \$50,000,000 federal grant, would build dams, create power, deepen rivers, eliminate pollution, distribute irrigation and many other similar services.

It was worded like the bill introduced by Representative Citron, Democrat, of Connecticut, which was for the establishment of a "Connecticut Valley Authority."

The New Hampshire State Legislature voted to co-operate with Massachusetts officials in the establishment of the project for the Merrimack. It is understood New Hampshire would want at least \$10,000,000 of the original grant for developments within their state.

Included in the work which would be done would be the setting aside of lands to be made into game preserves and parks, including extensive planting of trees.

FEB 28 1935

You saw it in the BOST

IN RACING LAW

Fifty-Mile Clause Might Make Tracks Illegal in State

(Continued from First Page)

ested in horse racing and not politics want to know "where is a track to be located and where?"

There are many who believe that there will be no racing in Massachusetts this year. They base their beliefs in the fact that the time consumed in building a race track prohibits any Massachusetts group from starting April 1 and completing a track within sufficient time to enable them to book entries from stables which will have been already assigned.

It is true that Walter O'Hara built the Narragansett track within the period of seven weeks, but his was a building miracle that probably could not be duplicated except under the same favorable circumstances, level land, accessibility of labor and materials, good weather, etc.

Leaving out the time element in constructing the track, there are other features to consider. Massachusetts is yet to have any real experience in handling race track business. With all due respect to the racing commission, the members have had no activities that will help them to handle a knotty problem when and if one comes up.

So far, the commission has not seen fit to grant a license despite the fact that four groups have applied for permits. This leads to much of the inquiry directed at the delay in granting licenses which are supposed to bring the state much added revenue.

It would appear that O'Hara, the kingpin of the Rhode Island situation has the whiphand in the entire situation. He has applied for and received dates for racing at Narragansett from July 19 to July 26; from Aug. 7 to Sept. 14 and from Oct. 9 to Oct. 26.

Now those dates, as will appear, include the most desirable parts of the summer season, and with Rockingham and Massachusetts still to contend with, there will be plenty of competition for selected dates.

The Massachusetts applications, especially for tracks proposed in East Boston and Norwood, specify two meet-through Nov. 14. The latter date is out of order since the Massachusetts statute prohibits racing after Oct. 31.

So what have we?

O'Hara has stole a march upon the Massachusetts promoters in the selection of dates. He is prominently mentioned as the builder of the East Boston track, but he also has been quoted as emphatically denying that he would have anything to do with a track at East Boston.

QUESTION OF LAW

In support of O'Hara's alleged protest against the East Boston site is the word of traffic engineers, who declare that the summer Traffic tunnel, which undoubtedly will attract a large percentage of the auto-riding spectators, cannot handle the traffic that would seek to traverse the tunnel within the hour before post time.

Yet, travels around town seem to further the thought that despite what the objectors raise against the East Boston site, the track in the Eastern part of the state will be built there.

Then comes the legal angle. There is a clause in the racing law that no two tracks may be within 50 miles of each other. It would seem to the layman that laws made for one commonwealth or state would not be infringed upon or affected by conditions in another state, but certain objectors to the Massachusetts race bill are ready to carry their objections to the supreme court because the Narragansett track in Pawtucket, R. I., under the 50-mile provision, would seem to outlaw both the Norwood and East Boston sites.

Gov. Curley has been vacationing in Florida and is said to have had a conference with Walter O'Hara, who is in Miami to attend the race meeting at Hialeah Park. It is certain that when Gov. Curley returns to Boston there will be some action on the granting of track licenses. Whether that action will come too late to assure racing in this state this year is something that only time can answer.

RAY RADIO MAZES HUB OLICE HEAD

In the first successful test of the Boston police two-way radio system yesterday, Police Commr. Eugene M. McSweeney talked with the headquarters press room, his own home and the State House while riding through the South End and Roxbury in a police cruising car.

The tests were remarkably successful and served notice that the new system would be an extremely effective weapon when completely installed. The commissioner's voice was clear and strong on each call.

Both he and Police Supt. Martin H. King, who accompanied him on the test ride, were enthusiastic.

"It will be an invaluable aid in combatting crime," Commr. McSweeney declared. "With this radio we can even call homes connected by ordinary telephones."

Supt King said:

"It's like a miracle."

Commr. McSweeney said it would be several months before the department would be completely equipped with the two-way system.

START OF TEST

He and Supt. King stepped into the test car at headquarters. In Massachusetts ave. he made his first call to the press room at headquarters.

The message was received at the headquarters switchboard. From there it was sent to the press room where John Sullivan, Boston Daily Record reporter answered. Here is the conversation:

"Hello, this is Commr. McSweeney. To whom am I talking?"

"This is John Sullivan, Commissioner."

"Well, John, I thought you boys in the press room should have the first crack at this test of the two-way radio. How is the reception?"

"It's just as though you were telephoning here from your office, Commissioner. It's hard to believe you are driving in an auto."

"It is remarkable. We are

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

NORMA May Lose LEGACY

BATTLE LOOMS ON INSURANCE

All records of the Milen-Faber trial were turned over to Governor Curley's staff this afternoon by Alfred E. Henderson, assistant clerk of Norfolk Superior Court. The governor will familiarize himself with the case preparatory to answering expected appeals for a respite.

Norma Brighton Millen's bequest from her killer-husband is more apt to be only the life-long legacy of shame she already has than an insurance benefit of \$5000.

It was learned today that the company which insured Murton Millen's life was preparing to contest payment. The policy matures when the electric chair burns the life out of Murton Millen on April 28.

Murton told Attorney George Stanley Harvey:

"It worries me to think what she will have to face when she goes out into the world again. About all I have to leave her is the \$5000 insurance and the rings I gave her."

On what grounds the contest may be made is not known. But one of the so-called essential representations in a policy is the "occupation" of the insured.

Crime "Hazardous"

Murton, according to records, was engaged in the "hazardous occupation" of crime when he took out the policy, but he neglected to so state. It was pointed out that insurance policies may be contested within a two-year period on misrep-

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY Golfs, Swims AT PALM BEACH

Palm Beach, Fla., Feb. 28—For the first respite since his assuming office, Governor Curley is sampling most of the varied forms of recreation this winter playground has to offer.

Golf, swimming, luncheon at the famous Everglades, and supper at the equally famous Patio Club, in the company of Boston friends were a part of his busy day.

As is usual with the Governor, he started off the morning by attending to official dispatches from Boston before giving himself to the business of relaxation. This is Governor Curley's 20th season here.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

COURT AID Relief Drive

Judge Michael J. Murray entered the lists as a campaigner for the Emergency Relief Fund in Municipal Court today when he called upon lawyers, defendants, police, witnesses and spectators to aid needy.

Setting a precedent in a Massachusetts court, Judge Murray said:

"I have thought this morning that some of you people through forgetfulness, or unmindful of the condition of many of your fellow beings, may have neglected to contribute to the Emergency Relief Campaign."

Contributions have reached a total of \$2,837,479.40.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY'S AID In Lost Boy Hunt

Governor Curley's staff today entered into the search for Robert Mythen, 19, of Cottage avenue, Winthrop, who disappeared on Beacon Hill Christmas Eve, after singing carols.

Secretary Richard Grant asked Boston police for all information concerning the youth, after his mother, Mrs. William J. Mythen, made an appeal for state aid. State detectives and police are expected to join the search.

Fear for the safety of another Winthrop boy, missing since Monday, was alleviated when his father, Everett S. Avery, Boston attorney, received a letter from him. He is believed to be visiting friends at a CCC camp in the western part of the state.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

NOMINATED For West Point

Notice was received at the State House today that Alan J. Rambotham, of New Bedford, a private in Battery D, 103rd field artillery, Massachusetts National Guard, has been nominated by Governor Curley to take the entrance examinations to West Point.

RECORD
Boston, Mass.

FEB 28 1935

YOU SAW
BOARD

COM from Page 2
February 23,
at orders. No
red

CASSIDY TO TAKE JOB

BULLETIN

Special Dispatch to the Daily
Record

Miami, Fla., Feb. 28
(Thursday)—Gov. James M.
Curley of Massachusetts,
when notified today by the
Daily Record of the resigna-
tion of Charles H. Cole as
chairman of the state racing
commission, expressed no
surprise. Asked if he had a
successor in mind, the Gov-
ernor replied:

"I have already talked
with Thomas Cassidy,
former state senator from
Cheshire, and he has ac-
cepted the chairmanship.
The executive council will
meet Wednesday, March
13, and I will present his
name at that time."

Another of ex-Gov. Joseph B.
Ely's last minute appointees went
out by way of resignation last night
when Gen. Charles H. Cole relin-
quished the chairmanship of the
State Racing Commission.

His resignation was no surprise
as Cole had threatened to take this
action several days ago. He sent
it to Gov. James M. Curley at the
state house. The latter is enjoy-
ing a few days rest in Florida be-
fore tackling the removal of Eu-
gene C. Hultman as chairman of
the metropolitan district commis-
sion.

Cole went out amid a storm of
protest that was raised over the
granting of dog racing licenses in
communities where such sport is
not wanted. Cole sought to defend
himself by declaring that the Cam-
bridge license, which provoked the
most criticism, had been approved
by the Governor.

Cole stepped out just as legisla-
tive experts had come to the con-
clusion that city and town officials
could reject the proffer of dog rac-
ing permits by refusing to permit
the establishment of a sport which
they feel will become a nuisance.

Cole's letter of resignation fol-
lows:

Hon. James M. Curley,
State House,
Boston, Mass.

Your Excellency:

Lawrence J. Bresnahan, assist-
ant secretary of the State Racing
Commission, was dismissed by

Continued on Page 8

RECORD
Boston, Mass.

FEB 28 1935

dren, after being taken into Newton court on charges of being neglected.

LAW CAN HOLD UP DOG RACE PERMITS

The deathknell of dog racing in protesting communities, bat-
tling to block the so-called sport,
was believed sounded yesterday
when legislative experts expressed
the opinion that city and town
officials have the right to withhold
permits for tracks.

This opinion was based on the
common law providing that duly



Mayor Mansfield Gen. Charles Cole

appointed city and tow nofficials
may abate a nuisance, or refuse to
permit the establishment of a pro-
ject which they believe will become
a nuisance.

As an example they cited the
procedure of the State Alcoholic
Beverage Control Commission,
which may issue a license to a
brewer, but cannot authorize him

Continued on Page 8

take up the dog racing na-
James T. Purcell, said to be
governor's choice to succeed
Charles H. Cole, chairman of
commission, if he resigns, was re-
ported planning to leave for Havana
to join the gubernatorial party.
The Racing Commission met yes-
terday but announced no rulings.

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD
Boston, Mass.

FEB 28 1935

CHARGE MAYOR SPENDING TOO MUCH MONEY

Charges that Mayor Mansfield
is spending more money in running
the city than his predecessor and
that Boston is facing a crisis com-
parable to that in Fall River a few
years ago, were made yesterday at
a crowded hearing on taxes before
the legislative committee on mu-
nicipal finance.

It was a resumed hearing on
Mayor Mansfield's petition for the
approval of a bill fixing the city
tax limit at \$19.75 per \$1000 of val-
uation, \$2.75 more than the 1934
figure.

The tax limit legislation is de-
signed to fix the amount of money
which the city may appropriate for
the maintenance of its departments
excluding the schools.

City Councilor Norton protested
against giving more money to Mayor
Mansfield, stating it would only en-
courage more laxity. He claimed the
mayor is spending more money
than former Mayor Curley did while
in City Hall.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

NORMA May Lose LEGACY

BATTLE LOOMS ON INSURANCE

All records of the Milen-Faber trial were turned over to Governor Curley's staff this afternoon by Alfred E. Hencerson, assistant clerk of Norfolk Superior Court. The governor will familiarize himself with the case preparatory to answering expected appeals for a respite.

Norma Brighton Milen's bequest from her killer-husband is more apt to be only the life-long legacy of shame she already has than an insurance benefit of \$5000.

It was learned today that the company which insured Murton Millen's life was preparing to contest payment. The policy matures when the electric chair burns the life out of Murton Millen on April 28.

Murton told Attorney George Stanley Harvey:

"It worries me to think what she will have to face when she goes out into the world again. About all I have to leave her is the \$5000 insurance and the rings I gave her."

On what grounds the contest may be made is not known. But one of the so-called essential representations in a policy is the "occupation" of the insured.

Crime "Hazardous"

Murton, according to records, was engaged in the "hazardous occupation" of crime when he took out the policy, but he neglected to so state. It was pointed out that insurance policies may be contested within a two-year period on misrepresentations of such vital facts.

George A. Douglas, counsel for Norma, predicted the insurance would be contested on the grounds of alleged false statements. He intends to confer with her this week, he said, with regard to parole proceedings.

Murton and his brother Irving showed no more interest today in the appeals that Attorney Harvey is framing than they had in the previous hours since they were sentenced to death.

Murton was quoted by Harvey as telling him:

"This is the payoff. Cut it out. The appeals don't amount to anything."

And when he mentioned a petition to Governor Curley for clemency and commutation to life imprisonment, Irving told Harvey:

"If Murt dies, I want to go, too. If he could get a commutation, I'd like one, too."

Attorney Harvey said he expected to send to printers soon a brief citing exceptions he had taken from the record of the trial. This is to be filed with the state Supreme judicial court.

Harvey applied for a transcript of the federal court evidence, intimating he will apply to the nation's highest court for a writ of certiorari to halt the execution and for a review of the entire case.

Attorney William R. Scharton announced that he would file appeal in behalf of Abraham Faber, third of the Needham killers, in Supreme Court Saturday. They will be based on rulings of Judge Nelson P. Brown, trial judge, he said.

Faber himself was still muttering brokenly in his cell at Dedham. Guards reporting him as sobbing in spells, showing intense fear.

This youth's mother, Mrs. Rose Faber was with him for an hour. She still expressed hope that something could be done, saying:

"He helped the state and was promised his life. In other cases men who confessed got off with a lighter sentence. Abe deserves just as much."

Tomorrow the legislative measure to move the Millens from Dedham to state prison immediately will come before both branches of the Legislature for enactment.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY Golfs, Swims AT PALM BEACH

Palm Beach, Fla., Feb. 28—For the first respite since his assuming office, Governor Curley is sampling most of the varied forms of recreation this winter playground has to offer.

Golf, swimming, luncheon at the famous Everglades, and supper at the equally famous Patio Club, in the company of Boston friends were a part of his busy day.

As is usual with the Governor, he started off the morning by attending to official dispatches from Boston before giving himself to the business of relaxation. This is Governor Curley's 20th season here.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

COURT AIDS Relief Drive

Judge Michael J. Murray entered the lists as a campaigner for the Emergency Relief Fund in Municipal Court today when he called upon lawyers, defendants, police witnesses and spectators to aid needy.

Setting a precedent in a Massachusetts court, Judge Murray said: "I have thought this morning that some of you people through forgetfulness, or unmindful of the condition of many of your fellow beings, may have neglected to contribute to the Emergency Relief Campaign."

Contributions have reached a total of \$2,837,479.40.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY'S AIDS In Lost Boy Hunt

Governor Curley's staff today entered into the search for Robert Mythen, 19, of Cottage avenue, Winthrop, who disappeared on Beacon Hill Christmas Eve, after singing carols.

Secretary Richard Grant asked Boston police for all information concerning the youth, after his mother, Mrs. William J. Mythen, made an appeal for state aid. State detectives and police are expected to join the search.

Fear for the safety of another Winthrop boy, missing since Monday, was alleviated when his father, Everett S. Avery, Boston attorney, received a letter from him. He is believed to be visiting friends at a CCC camp in the western part of the state.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

Notice was received at the State House today that Alan J. Rambotham, of New Bedford, a private in Battery D, 103rd field artillery, Massachusetts National Guard, has been nominated by Governor Curley to take the entrance examinations to West Point.

NOMINATED For West Point

MAN
PO
PRICE TWO CENTS
1935
PAPER
Entered as second class
matter at Boston, Mass.,
the Acts of March 3, 1879

BOARD

Continued from Page 2

this commission February 23, 1935, by your direct orders. No charges were preferred against him; he was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was out-voted by the two other members of the commission.

Again yesterday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

Also, yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission staff would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

In view of the above three facts I am obliged to tender you my resignation as chairman and member of the State Racing Commission to take effect at your convenience, but in any event on March 12, 1935.

Yours respectfully,
CHARLES H. COLE.

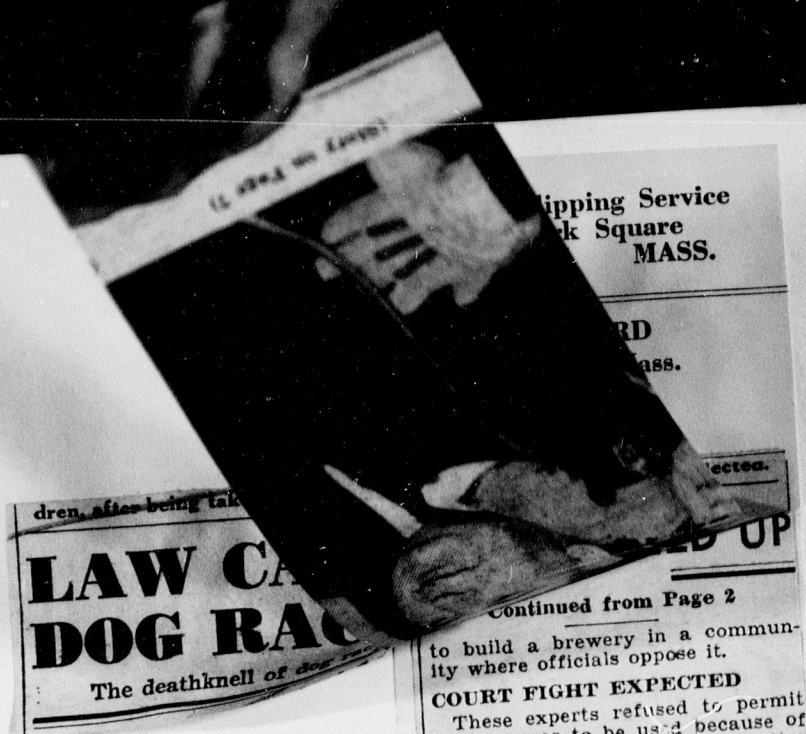
It is reported that James T. Purcell, friend of Gov. Curley and manager of one of his mayoral campaigns, is to be appointed to the position.

Experts consulted on ways to block unwanted race tracks, pointed out as a precedent that the State Alcoholic Beverage Control Commission may issue a license to a brewer, but that gives him no authority to build a brewery in a community where officials oppose it.

These experts refused to permit their names to be used because of the belief that the entire matter may go before the Supreme Court for an interpretation of the law, as suggested by Mayor Mansfield.

CLASSROOM BONERS

The Daily Record will pay \$1 for each Classroom Boner published. "Classroom Boner" Editor.



LAW CA DOG RAC
The deathknell of dog racing

Press Clipping Service
2 Park Square
BOSTON MASS.

RECORD
Boston, Mass.

FEB 28 1935

CHARGE MAYOR SPENDING TOO MUCH MONEY

Charges that Mayor Mansfield is spending more money in running the city than his predecessor and that Boston is facing a crisis comparable to that in Fall River a few years ago, were made yesterday at a crowded hearing on taxes before the legislative committee on municipal finance.

It was a resumed hearing on Mayor Mansfield's petition for the approval of a bill fixing the city tax limit at \$19.75 per \$1000 of valuation, \$2.75 more than the 1934 figure.

The tax limit legislation is designed to fix the amount of money which the city may appropriate for the maintenance of its departments excluding the schools.

City Councilor Norton protested against giving more money to Mayor Mansfield, stating it would only encourage more laxity. He claimed the mayor is spending more money than former Mayor Curley did while in City Hall.

Shipping Service
2 Park Square
MASS.

Continued from Page 2
to build a brewery in a community where officials oppose it.

COURT FIGHT EXPECTED

These experts refused to permit their names to be used because of the belief that the entire matter may go before the Supreme Court for an interpretation of the law, as suggested by Mayor Mansfield.

The mayor is basing his battle against the proposed dog track in South Boston, on the so-called Blue Law of 1856, which requires consent of mayor and aldermen or selectmen before a race track can be laid out.

Because of a difference of opinion as to whether or not this law is still effective, Mayor Mansfield said it may be laid before the supreme court.

It has been contended that the new law, by implication, renders void that adopted in 1856. The city takes the attitude that the old law is still in effect, although the mayor said Corp. Counsel Henry E. Foley was still working on the question.

A legal authority pointed out that under Section 2 of the new law the license holder must comply with "all applicable laws." He contended that this means city and town ordinances and statutes.

No session of the Executive Council was held yesterday, and it was announced there will be none until Gov. Curley's return from the South. The council is expected to take up the dog racing matter. James T. Purcell, said to be the governor's choice to succeed Charles H. Cole, chairman of the commission, if he resigns, was reported planning to leave for Havana to join the gubernatorial party. The Racing Commission met yesterday but announced no rulings.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

NORMA May Lose LEGACY

BATTLE LOOMS ON INSURANCE

All records of the Milen-Faber trial were turned over to Governor Curley's staff this afternoon by Alfred E. Henderson, assistant clerk of Norfolk Superior Court. The governor will familiarize himself with the case preparatory to answering expected appeals for a respite.

Norma Brighton Milen's bequest from her killer-husband is more apt to be only the life-long legacy of shame she already has than an insurance benefit of \$5000.

It was learned today that the company which insured Murton Millen's life was preparing to contest payment. The policy matures when the electric chair burns the life out of Murton Millen on April 28.

Murton told Attorney George Stanley Harvey:

"It worries me to think what she will have to face when she goes out into the world again. About all I have to leave her is the \$5000 insurance and the rings I gave her."

On what grounds the contest may be made is not known. But one of the so-called essential representations in a policy is the "occupation" of the insured.

Crime "Hazardous"

Murton, according to records, was engaged in the "hazardous occupation" of crime when he took out the policy, but he neglected to so state. It was pointed out that insurance policies may be contested within a two-year period on misrepresentations of such vital facts.

George A. Douglas, counsel for Norma, predicted the insurance would be contested on the grounds of alleged false statements. He intends to confer with her this week, he said, with regard to parole proceedings.

Murton and his brother Irving showed no more interest today in the appeals that Attorney Harvey is framing than they had in the previous hours since they were sentenced to death.

Murton was quoted by Harvey as telling him:

"This is the payoff. Cut it out. The appeals don't amount to anything."

And when he mentioned a petition to Governor Curley for clemency and commutation to life imprisonment, Irving told Harvey:

"If Murt dies, I want to go, too. If he could get a commutation, I'd like one, too."

Attorney Harvey said he expected to send to printers soon a brief citing exceptions he had taken from the record of the trial. This is to be filed with the state Supreme judicial court.

Harvey applied for a transcript of the federal court evidence, intimating he will apply to the nation's highest court for a writ of certiorari to halt the execution and for a review of the entire case.

Attorney William R. Scharton announced that he would file appeal in behalf of Abraham Faber, third of the Needham killers, in Supreme Court Saturday. They will be based on rulings of Judge Nelson P. Brown, trial judge, he said.

Faber himself was still muttering brokenly in his cell at Dedham. Guards reporting him as sobbing in spells, showing intense fear.

This youth's mother, Mrs. Rose Faber was with him for an hour. She still expressed hope that something could be done, saying:

"He helped the state and was promised his life. In other cases men who confessed got off with a lighter sentence. Abe deserves just as much."

Tomorrow the legislative measure to move the Millens from Dedham to state prison immediately will come before both branches of the Legislature for enactment.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY Golfs, Swims AT PALM BEACH

Palm Beach, Fla., Feb. 28—For the first respite since his assuming office, Governor Curley is sampling most of the varied forms of recreation this winter playground has to offer.

Golf, swimming, luncheon at the famous Everglades, and supper at the equally famous Patio Club, in the company of Boston friends were a part of his busy day.

As is usual with the Governor, he started off the morning by attending to official dispatches from Boston before giving himself to the business of relaxation. This is Governor Curley's 20th season here.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

COURT AIDS Relief Drive

Judge Michael J. Murray entered the lists as a campaigner for the Emergency Relief Fund in Municipal Court today when he called upon lawyers, defendants, police, witnesses and spectators to aid needy.

Setting a precedent in a Massachusetts court, Judge Murray said: "I have thought this morning that some of you people through forgetfulness, or unmindful of the condition of many of your fellow beings, may have neglected to contribute to the Emergency Relief Campaign."

Contributions have reached a total of \$2,837,479.40.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

CURLEY'S AIDS In Lost Boy Hunt

Governor Curley's staff today entered into the search for Robert Mythen, 19, of Cottage avenue, Winthrop, who disappeared on Beacon Hill Christmas Eve, after singing carols.

Secretary Richard Grant asked Boston police for all information concerning the youth, after his mother, Mrs. William J. Mythen, made an appeal for state aid. State detectives and police are expected to join the search.

Fear for the safety of another Winthrop boy, missing since Monday, was alleviated when his father, Everett S. Avery, Boston attorney, received a letter from him. He is believed to be visiting friends at a CCC camp in the western part of the state.

Press Clipping Service
2 Park Square
BOSTON MASS.

AMERICAN
Boston, Mass.

FEB 28 1935

NOMINATED For West Point

Notice was received at the State House today that Alan J. Rambotham, of New Bedford, a private in Battery D, 103rd field artillery, Massachusetts National Guard, has been nominated by Governor Curley to take the entrance examinations to West Point.

AMERICAN

Boston, Mass. FEB 26 1935

Cassidy Named to Race Board as Cole Resigns

Pleas from Cambridge, South Boston and other sections for dog race hearings bombarded Thomas F. Cassidy today within a few hours after Governor Curley named him to succeed General Charles H. Cole as chairman of the race commission.

The first was from Senator Charles T. Cavanaugh, in behalf of those protesting a license already granted for a track at Alewife Brook Parkway and Concord avenue, Cambridge.

South Boston, Dighton and Methuen, where licenses had been granted and protest hearing refused, followed the Cambridge plea.

Hopes of the groups for hearings were restored by Cassidy's statement:

"Everything in the open. Everybody will know what we intend to do. People will be given a chance to object."

Although he is not officially confirmed, the newly-made chairman promised a thorough "New Deal" in the granting of race permits.

Cassidy, who is 60, and lives in Cheshire, is a former state senator—"shelved" by the Democratic party years ago to make way for the advancement of David I. Walsh.

He has been a Curley Democrat for years.

General Cole's resignation as chairman was received at the Governor's office today.

The Cassidy nomination to the racing post will be made at the executive council meeting on March 13, the governor said.

The new chairman-to-be was notified by the Boston Evening American of the Governor's statement. He was reluctant to talk of plans until he was officially notified.

Peace Visioned

On his personal views of racing and permits, he said:

"No license for a dog racing track should be issued until the location in prospect is favorably viewed by the racing board or some duly constituted agent of the board.

"Such locations should be in places that will not in any wise disturb the peace, quiet and comfort of homes, hospitals and other institutions."

Of the stormy situation now existing with South Boston, Cambridge, Methuen and Dighton residents protesting far and wide over dog track grants in their communities, he said:

"Until I have thoroughly familiarized myself with the cases mentioned, I have no comment to make upon them.

He added, however:

"Before any license is issued



THOMAS F. CASSIDY

for any dog racing I believe, and if confirmed shall make certain, that a member of the commission or an agent of the commission visit the proposed location of the track.

"If it is found to be a suitable place I shall then see that public advertisements are published so that everyone will know just what is proposed and where the track is to be. Both sides will be given a full hearing."

As state senator, Cassidy served two terms, in 1906 and 1907. In the upper branch of the Legislature he made an enviable record in backing progressive legislation.

In those days, night and overtime work for women and children in industry were taken for granted. The former senator worked side by side with the Boston Evening American, then fighting for limitation of labor imposed on children and women.

NEWS
Malden, Mass.
FEB 28 1935

St Catherine's Irish Foresters 20th Anniversary Banquet

More Than 250 Attend Gala Party at Hibernian Hall. Toastmaster Judge Flynn Tells of His Visit to Ireland. Mayor Devir to Obtain Funds for Schools. Gov Curley Represented by Former Fire Com T E Glynn. Coun Armstrong Urges Membership Drive.

The 20th anniversary of St Catherine's Branch Irish National Foresters was appropriately observed last evening at Hibernian hall with a banquet, speechmaking and entertainment. More than 250 were present.

Among the invited guests were: Mayor J D Devir, Judge M R Flynn, T E Glynn of Boston, national trustee



MRS DENNIS J. KENNEY
Chief Ranger and Chairman.

of the Irish National Foresters, Coun Miss Nellie F Armstrong and Dr H L McDonald.

Chief Ranger Mrs Dennis J Kenney welcomed the gathering in behalf of the branch and introduced Judge Flynn as toastmaster, who conducted the post prandials in his usual efficient manner.

Just before the dinner, Chief Ranger Mrs Kenney announced the passing of four members during the past year: Vice Chief Ranger Mrs John Driscoll, Mrs J J Dunphy, Mrs Patrick Ferrick and Past Chief Ranger Mrs Catherine Crimmins. Prayers were offered in their memory.

Mayor Devir extended the greetings of

the city to the branch and gave an illuminating talk on Ireland. He said that a new government allotment is under way and stated he will see that Malden will get its share for the improvement of the schools. His Honor told many humorous stories and said that he attended the reception and banquet held in honor of Dan O'Mahoney, Old Erin's ace in wrestling circles.

Judge Flynn told of his trip to Ireland and his story brought back memories to many present. He said that he remembers visiting the place where Dan O'Mahoney was born, Ballydehob, County Cork, and his many rides in the famed Irish jaunting car. Judge Flynn was presented with a bouquet of varied colored roses by Chief Ranger Mrs Kenney for Mrs Flynn, who was unable to be present.

Former Boston Fire Commissioner Theodore E Glynn, represented Gov Curley. He congratulated the organization and said that it was affairs of this kind that keeps up good will and means of learning more about the native land. Mr Glynn praised the Curley administration and lauded the Governor for his humane policies. He told many stories.

Coun Miss Nellie F Armstrong, who is a past chief ranger of St Catherine's Branch, also a member of the National board of trustees, represented the National board. She told of the work being accomplished by the Irish National Foresters and urged a membership drive.

Dr H L McDonald, branch physician, congratulated the branch and contributed a group of stories.

During the dinner a musical program was rendered by an orchestra. General dancing concluded the festivities. There were vocal selections by Miss Ruth Harney of Newton, accompanied by Miss Helen Scanlon, of Revere; Mrs J Leo Hickey of Medford, accompanied by Mrs Gertrude Skelton, of this city; Miss Mary McHugh of Everett. Violin solos were contributed by Miss Mary McCarvell of Everett, and piano offerings by Miss Alice McCarvell of Everett.

Delegations from the following branches were present: Waltham, Charlestown, Everett, Cambridge, Medford, Revere, Newton, Allston, Roxbury, Boston and Arlington.

Seated at the head table were: Toastmaster Judge Flynn, Mayor Devir, Theodore E Glynn, Dr H L McDonald, Chief Ranger Mrs Dennis J Kenney, Coun Miss Nellie F Armstrong, Mesdames Nora Maloney, Mary Lorden, Catherine Carroll, Wm O'Leary, Catherine Driscoll, Henry Luke, Michael O'Brien, James Reardon, J L Sullivan, J D Kierstead and Annie Crowley.

The officers of the branch are: CR, Mrs Dennis Kenney; SCR, the late Mrs John Driscoll; rec sec, Mrs Henry Luke; fin sec, Coun Miss Nellie F Armstrong; Sr cond, Mrs Nora Maloney; Jr cond, Mrs Mary Lorden; treas, Mrs Catherine Driscoll; outside beadle, Mrs Howard Milligan; inside beadle, Mrs J L Sullivan.

CR Mrs Dennis Kenney was executive chairman, assisted by: Mesdames Nora Maloney, Annie Crowley, J D Kierstead, Howard Milligan, James Reardon, Michael O'Brien, Mary Lorden, Henry Luke, Catherine Driscoll, Wm O'Leary and Catherine Carroll.

The winner of the cash drawing will be announced at the meeting to be held Mar 14th at which time a special election will be held to fill the vacancy caused by the death of Sub High Chief Ranger Mrs John Driscoll.

GAZETTE
Everett, Mass.

FEB 28 1935

BRAVES HAVE WORKOUTS AT TRAINING CAMP

Reports from the southern training camp that the Braves are in action have given impetus to the advance ticket sale of the Boston Braves Citizens Committee, which has charge of the movement to provide funds in order that the club may continue to operate under the leadership of Judge Emil Fuchs.

The committee has been operating for five weeks and has found the fans of Boston and the neighborhood in a most receptive mood, despite the fact that they do not become baseball minded while snow drifts clutter up the landscape.



GOVERNOR CURLEY
Heads Committee

The committee is headed by Gov. James M. Curley and includes the following: Gov. Louis J Brann of Maine, State Treasurer, Charles Hurley, Mayor Frederick W. Mansfield, Attorney General Paul A. Dever, City Treasurer, John H Dorsey, Hon Thomas H Green and Arthur J Crowley.

The interest shown by the fans and their readiness to dig down and purchase tickets now makes the committee feel confident that the goal of \$100,000 set for the advance sale by opening day will be reached and thus enable the Braves to tide over the present emergency.

By purchasing tickets now the fans will not only be getting a bargain but also helping along a good cause and make a reality of the committee's slogan "Buy now and Cheer later."

Books good for five admissions to the grandstand for any championship game are offered for \$5.00 each. This is a saving of 50 cents as the club will pay the Federal tax. The holder of a book has an added advantage because he can go directly to the ticket taker instead of being obliged to purchase a ticket at the box office.

On busy days he thus avoids the delay of standing in line. These books have become very popular and are much in demand.

The committee also is selling reserved and box seats for the afternoon of April 19, Patriots day, and the First Sunday, April 21.

The opening day, April 16, when the Giants come to the Wigwam to start the campaign, has been designated as "Judge Fuchs Day," and it is expected that the capacity of the plant will be taxed.

Press Clipping Service
2 Park Square
BOSTON MASS.

ARGUS ADVOCATE

East Boston, Mass.

FEB 28 1935

POLITICAL POINTERS

As a political jokesmith, Teddy Glynn is in a class by himself when he says it is all settled for Governor Curley to be elected United States Senator in 1936.

Rumor has it that Mayor Mansfield has ambitions to be Governor of Massachusetts. If he has, he will find it a tougher job than when he was elected Mayor. He would have no Henry Parkman as an "assistant" candidate.

A little bird tells us that the prospects of a permanent County job, will preclude the entrance of Billy Shields in the House fight, next year.

Jake Legallo, the genial co-worker with custodian Dan Hyde of the Jeffries Pt. D. & I. Ass'n., is on the job again after a severe attack of influenza.

Herman A. Tigges has been given an additional three month's temporary employment as assistant drawtender in the bridge service of the city.

Inasmuch as the City of Boston cannot find a concern to purchase the discarded ferry boat, Ralph Palumbo (built about a decade ago at a cost of approximately \$300,000) at a fair price, the Jeffries Pt. D. & L. Ass'n has suggested that the boat be turned over to the trustees of the Boston Floating hospital and a message to that effect has been sent Mayor Mansfield by the association.

The Jeffries Point D. & I. Ass'n, is still waiting for a visit from Mayoral Secretary Wm. C. S. Healey (an honorary member) whom it supported when he was a forlorn hope candidate for the Clerkship of the Criminal Court against Bill Prendible. The "boys" are anxious to hear what he has to say about a bathing beach at the Point and also the Municipal building.

We hear that Frank Benson is tucked away with a nice contact job at the State House.

According to Commissioner C. J. Carven of the Public Works Dept., the deficit for the 32 weeks, up to and inclusive of February 10, during which time the Sumner tunnel has been in operation, is \$373,390.25. Mr. Carven estimates that in order to meet expenses, etc., the daily revenue required should amount to \$3,140.

Roy W. Pigeon of Winthrop, a former East Boston boy, is a candidate for re-election to the Board of Selectmen of that town.

The Ward One Republican committee will hold a meeting this evening at the office of Carl Bowman.

—Councilor Selvitella says he meant what he said when he promised the Jeffries Pt. D. & I. members that he would promote First Section improvements and expects tangible results soon.

Press Clipping Service
2 Park Square
BOSTON MASS.

FREE PRESS
Melrose, Mass.

FEB 28 1935

M. F. DRIVER, Advertising
JOSEPH LOW, Editor

POWER RATES REDUCED

The announcement that power rates in Massachusetts are to be reduced is welcome news to consumers of electricity. The committee named by Governor Curley to investigate the question of electric light rates met with ready co-operation from the officials of the power companies and the proposed reduction furnished an example of the beneficial results which may be obtained for the consumer when the matter of rates is acted upon intelligently by those in authority. Because of the civic co-operation the general public is the gainer, which might not have been the result had some of the drastic measures sponsored by some of the members of the legislature been adopted.

2 Park Square
BOSTON MASS.

SUN

Cambridge, Mass.

FEB 28 1935

BOSTON COLLEGE CLUB ANNUAL BANQUET ON NEXT SATURDAY NIGHT

The twenty seventh annual banquet of the Boston College Club of Cambridge will be held on Saturday, March 2, at the Hotel Cambridge-Continental. Members of this oldest Boston College club will convene at six o'clock for a business meeting at which officers for the coming year will be elected. A "tomfoolery" hour will follow, and the banquet will be served at seven o'clock.

Invited guests include Governor: James M. Curley; Rev. Louis J. Gallagher, S. J. president of Boston college; State-Treasurer Charles F. Hurley; Attorney General Paul A. Dever; Rev. Jones I. J. Corrigan, S. J.; Rev. Francis V. Sullivan, S. J.; Rev. Walter F. Friar, S. J.; Rev. David I. Fitzgerald, President of the Alumni; Acting Mayor John W. Lyons; Councillor-at-Large, Francis J. Roche; School Committeeman John Lacey Delaney; Thomas A. Quinn; and William

A. Bodfish, Secretary to the Governor.

Members and friends of the Boston College Club of Cambridge are cordially invited to attend. Tickets may be obtained from these committee members: William F. Foley, Francis J. McCrehan, John Lacey Delaney, Francis J. Carney, John F. Hayes, Martin F. O'Connor, Francis X. Mahoney, Dr. C. T. O'Connor, Edward A. Sullivan, Stephen J. Harrington, Charles G. Harrington, Edward F. Hurley, Francis H. Curtin, Thomas J. O'Loughlin, John J. Healey, George F. Olesen, John J. Danahy, John F. Toomey, Garrett D. Foley, John J. Garvey, Francis V. Casey, John M. Tobin, William J. Hopkins, Francis J. Roche, Francis J. O'Hara, Stanley W. Howard, John F. Burke, Kenneth V. Minihan, John Gateley, Timothy Ready, Edward Galligan, John J. Cogavin, David O'Connor, R. Gerard Kelley, and David E. Hockman.

Press Clipping Service
2 Park Square
BOSTON MASS.

TIMES

Woburn, Mass.

FEB 28 1935

EXTRA

CURLEY WILL NAME CASSIDY TO COLE JOB

BOSTON, Feb. 28 (INS)—Resignation of General Charles H. Cole as chairman of the state racing commission was followed today by announcement of Governor James M. Curley from West Palm Beach, Fla., where he is vacationing, that he will appoint former Senator Thomas F. Cassidy, 59, of Cheshire, as his successor. Cassidy's name, Governor Curley said, will be submitted to the Executive Council at the regular meeting on March 13.

Outlining his policy "as a citizen", Cassidy said the commission should live up to the spirit and letter of the racing law, that no license for dog racing should be granted until the location of the track was viewed and determined not to disturb the peace of homes, hospitals and other institutions.

Press Clipping Service
2 Park Square
BOSTON MASS.

SUN

Cambridge, Mass.

FEB 28 1935

STATE AND CITY OFFICIALS AT "GOVERNMENT NIGHT" OF CAMBRIDGE COUNCIL, K. C.

Government officials of city and state were honored by the Cambridge council of the Knights of Columbus at an open meeting held Monday night at the Elks building when that organization presented "Government Night". Aided and abetted by the civic orchestral and choral groups, the guest speakers, representing all branches of government, highly entertained the several hundred spectators with details of the present governmental situation and policies. The committee in charge of the affair was headed by Michael T. Kelleher, assisted by Grand

then as successful as man can hope to achieve."

Arthur O'Keefe, District Deputy of Cambridge council, conveyed the greetings of the state rulers of the Knights of Columbus, congratulating the local council upon its activities.

Judge John E. Swift, speaking of the Knights, proclaimed that it is the duty of the organization to foster entertainments of the nature of "Government Night" for, "it is our mission to teach and foster Americanism. Communism and Socialism are too popular today. They are the world would be a better and sweeter place to live in. The law-breaking group is of the minority seeking to destroy and to break down, to prey upon society in order to further their own ends.

"You can make laws, the best laws that men can devise," he continued, "but you cannot govern people successfully without the moral force of religion; when dangerous to the youth of the nation, to the future of the nation. They should not be tolerated by the government," he asserted.

State Senator James A. Scanlon, Somerville, Democratic floor leader in the Senate, declared that the present generation is handicapped by the spirit of tradition that hangs over Beacon Hill. Scanlon advocated the abolishment of tradition in order to make way for better and more spirited legislation.

John W. Lyons, acting mayor of Cambridge, speaking briefly, declared himself proud with the work of the musical groups and the Knights of Columbus. Hon. Charles F. Hurley, state treasurer, concluded the list of official speakers with a few words of greeting and congratulations to the Knights in their successful attempt to sponsor a government night.

During the evening, the orchestra entertained with "Carnations", a Spanish serenade. Selections from Victor Herbert's "Mademoiselle Modiste", and an Irish Rhapsody.

The chorus, an exceptionally versatile group, rendered "The Kerry Dance", a Czecho-Slovakian Dance, "Salvation is Created", "Come to the Fair", and Kiltie's March. A Negro spiritual was offered by a colored group conducted by Lycurgus Lockman. The chorus joined with the orchestra in rendering the national anthem.



MICHAEL T. KELLEHER

Knight Thomas F. McLaughlin, Jr., Judge Edward A. Counihan, Jr., presided.

Judge Counihan, in making his opening remarks to the audience, complimented the musical organizations. "They are a credit to the city of Cambridge and the Federal administration which makes them possible," he declared. The orchestra was under the direction of Albert Kanrich; the ERA Civic Chorus ably directed by G. Roberts Lunger.

The first speaker of the evening, Edward J. Kelley, Worcester representative and Democratic floor leader in the House of Representatives, stressed the responsibility under which the legislator labors. "It is hard to imagine the requests and demands that are made upon your representatives on Beacon Hill," he said in part. "Your law-makers are deserving of much praise and less criticism. During the past few years the public has been of the opinion that one can have anything they desire merely by asking their state representative to comply with their wishes".

The Worcester solon closed by praising Governor Curley and his associates, and he predicted that the administration would be very successful under their present leader.

Father Augustine F. Hickey, of St. Paul's parish, Harvard square, present chaplain of Council 74, Knights of Columbus, followed Representative Kelley in addressing the audience. He stated that, in his opinion, law is divided into three classes: laws of nature, controlling the actions of the earth; laws of God, and man-made law, based upon the laws of God. Father Hickey expressed his faith in the Massachusetts political outlook, commending the people of the Commonwealth for placing their futures in the hands of such capable men as are now in office.

Judge Counihan presented Assistant-Attorney General Henry P. Fielding, representing Attorney-General Paul A. Dever, who was unable to attend the function due to the heavy demands made upon him by the department. Lieutenant-Governor Joseph Hurley was also unable to appear on the program, having accompanied Governor Curley to Washington where they were to take part in the textile conference held at the capital on Tuesday.

Mr. Fielding outlined for his listeners the working of the law-making forces and the three branches of our government, legislative, judicial, and executive. "This government is a government of laws, and not of men," he declared. "Laws are the governing factors in this world. All misery comes because men violate the laws of God and man. If the laws were obeyed you have this force back of an united government you are possessed of a moral people and sound laws. Your government is

Press Clipping Service
2 Park Square
BOSTON MASS.

CHRONICLE
Cambridge, Mass.

FEB 28 1935

Notables To Attend Wambaugh Dinner

At the dinner which the Massachusetts League of Women Voters and the Cambridge league are giving for Miss Sarah Wambaugh at the Hotel Continental Wednesday evening, March 6th, Mrs. Henry Randolph Brigham, president of the state league will introduce Prof. William Yandell Elliott, of Harvard, who will preside. Among those at the head table will be Mrs. Brigham, Professor Elliott, Mrs. Royal Whiting, Mrs. Carroll L. Chase, Professor Manley O. Hudson, Professor and Mrs. Eugene Wambaugh, Professor Elton B. Mayo, and Mrs. Edwin J. Cohn. Governor and Miss Curley and Acting Mayor John W. Lyons have been invited to the dinner.

The following are among those who have taken tables: Mr. and Mrs. Henry Randolph Brigham, Mr. and Mrs. A. Sprague Coolidge, Mr. and Mrs. Ashton Sanborn, Mr. and Mrs. A. Lawrence Hopkins, 2nd, Mr. and Mrs. Samuel A. Eliot, Mrs. Louis C. Cornish, Mrs. F. S. Kershaw, Mrs. Charles R. Sanger, Mr. and Mrs. Nathan Heard and Mrs. John Graham Brooks. Mrs. Reginald Mott Hull is in charge of ushers. Mrs. A. Lawrence Hopkins, 2nd, is in charge of reservations.

Press Clipping Service
2 Park Square
BOSTON MASS.

JOURNAL
Revere, Mass.
FEB 28 1935

Governor Curley's Victims in Seven Weeks Mostly Democrats

Comments W. E. Mullins in his Boston Herald Editorial
Column on Last Sunday.

The success of the Curley purge at the State House merely serves to emphasize the fact that former Governor Ely left a spineless crew behind him to carry on the administration of the commonwealth's affairs. In seven weeks the Governor's victims have been practically all Democrats and the slaughter has been carried out largely by men who were elevated to their positions of authority by Mr. Ely.

Governor Curley's reprisals against those who opposed him in politics have publicly demonstrated that he is in complete control of the agriculture and public works departments, the Boston finance commission, the Boston police department, the racing commission, the armory commission and the executive council. Others will fall into line because the department heads have been completely cowed.

The one bright spot in the successive beheadings of Brigadier General John H. Agnew, Joseph Joyce Donahue, Charles M. Storey, Thomas M. Ray, Morgan T. Ryan, Joseph J. Leonard, Paul Keefe and Lawrence J. Bresnahan was the stout resistance offered by Brigadier General Charles H. Cole, the gallant old soldier who alone dared to say "no."

Gen. Cole once before defied Mr. Curley. About 20 years ago he threw up his job as fire commissioner of Boston when Mr. Curley, in his first term as mayor, insisted upon interfering with the administration of the fire department. The general is expected to resign again to avoid the humiliation of being ousted by the executive council. He has no assurance, in view of its previous activities, that even the Democrats in that body would save him from the wrath of the dictator and the Republicans have been taking turns in voting as Mr. Curley wants them to vote. (Ed. Note—General Cole resigned last night.)

Case of Representative Ward

Probably the most baffling incident of the past week was the punishment dealt out to Representative Michael J. Ward of Roxbury, for years one of Mr. Curley's most loyal political henchmen. He was shocked Tuesday night when he heard that the Governor's mouthpiece had attacked him over the radio.

There is no proof that this unexpected attack from the Governor's

office was not responsible for the humiliation heaped on him by U. S. Marshal John J. Murphy who suddenly discovered, after Mr. Ward had been his chief deputy for 14 months, that it was against the rules for a legislator to serve the federal department of justice.

They didn't even give Mike the consideration of being permitted to offer his resignation, as he did last summer when it was refused. Mr. Murphy discovered that Mike was in disfavor with the Governor for which piled up because of our desire to keep our help at work fifty-two weeks of the year would be taxed."

Opposition was presented by Harry Cummin, representing the New Bedford Taxpayers' association, the New Bedford Chamber of Commerce, and the New Bedford Cotton Manufacturers' association. J. Sidney Stone recorded the Boston Chamber of Commerce in opposition, declaring that the chamber had "voted against this bill."

Press Clipping Service
2 Park Square
BOSTON MASS.

JOURNAL
Revere, Mass.

FEB 28 1935

L.—R.—H.

Governor Curley's steam roller has driven another good man from a responsible public position, simply because he was politically "non persona grata." General Cole is wise to bow to Hitlerism before the job of racing commissioner becomes unpopular.

L.—R.—H.

The two Massachusetts members of the Senate "split" on the "prevailing wage" amendment to the unemployment relief bill. Walsh bowed to labor union orders and Coolidge obeyed the President. The latter, in my opinion, is right.

Press Clipping Service
2 Park Square
BOSTON MASS.

ITEM
Lynn, Mass.
FEB 28 1935

CURLEY NAMES CASSIDY TO BE COLE SUCCESSOR

Berkshire County Trial Lawyer
Says He Will Accept
Appointment

SHOE HEARING TODAY

Governor's Committee to Study
This Industry to Meet Rep-
resentatives of Labor

BOSTON, Feb. 28, 1935.—(P)—Governor James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated Press he would accept General Charles H. Cole's resignation as chairman of the Massachusetts Racing Commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The governor, asked for a statement, answered "That's all there is to say."

Cole, who mailed his resignation to the governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Governor Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World War and is at present senior surviving officer of the old division.

Shoe Industry.

The governor's committee to study Massachusetts' boot and shoe industry today meets the representatives of labor.

Manufacturers conferred with the committee yesterday at the first of a series of three conferences. Legislators representing the shoe districts of the State will meet with the committee tomorrow.

Yesterday's conference resulted in a proposal that a new State commission be created to settle disputes in the industry.

The proposed commission would be appointed by the governor and would be patterned after the State Industrial Accident Board. It would promote "just and rational" relations between manufacturers and employees, would hear evidence in disputes and make final dispositions, subject to

FEB 28 1935

COMPANY WILL MAKE MOVE SOON

New Schedule To Be Filed
With State Board On
First of March

COOPERATE WITH GOVERNOR CURLEY

Details Of New Rates Will
Be Made Public Some Time
During Next Week

Lower rates for electricity will go into effect in this city within a few weeks if a new rate schedule, now being prepared by the Cambridge Electric Light company, is approved by the state department of public utilities and by Governor James M. Curley.

Company officials announced this morning that the new rate schedule will be filed with the public utilities department on March 1, and that, if approved, it will go into effect on April 1.

While stating that the new rate would be a reduction from the rate now existing here, Harding U. Greene, general manager of the Electric Light company, declined to divulge details of the new rate schedule.

He promised, however, that complete details of the new rate would be made available for Cambridge residents sometime next week.

In its announcement of the proposed new rate schedule, the company states that the reduction is being made as an act of cooperation with the Governor. It will be recalled that Governor Curley has pledged himself to procure a reduction in utility rates throughout the state.

Present Electric Rate

The present residential rate of the Cambridge Electric Light company, which went into effect on August 1, 1933 as a result of a decision by the public utilities commission, is five cents per kilowatt hour for the first 75 kilowatt hours per month, and two and one half cents per kilowatt hour for any amount in excess of 75 kwh.

There is also an optional residential rate based on the area of the structure lighted.

The Electric Light company maintains that the present Cambridge rate has been found by a Federal Power commission survey to be lower than the rate in any other New England city of 100,000 population or over.

It is also contended by the company that Cambridge is among the ten cities of over 100,000 in the country as a whole which have the lowest electric rates.

(Continued on Page Eight)

FEB 28 1935

THE EDITOR'S VIEWPOINT--L. R. H.

Contributions and Comment Welcomed

The next creative enterprise for the human race is the realistic entrance into a period in which brotherhood is more than a word. —Frances Perkins, secretary of labor, to Mount Holyoke alumnae.

L. — R. — H.

ORIENT ECHO—China isn't so successful as we are in preventing its dollar from climbing as we are in holding down ours at need. Hers (silver) has just shot up to the highest level since 1929 despite all stabilization maneuvers at Shanghai.

Reflecting this, bar silver soars also to a new high since 1929 in London, and silver prices are firm in Montreal.

There is new bitterness in Chinese trade circles, new silence from Western senators and Father Coughlin. —News Bureau.

L. — R. — H.

VIEWPOINTS—Governor Curley says the sunshine of prosperity will once more be visible through the clouds of adversity. No wonder we didn't see it then, we who were looking for it just around the corner. —Boston Transcript.

L. — R. — H.

It is much easier for some people to lend their names to charities and to subscribe a few dollars for tickets than to contribute time and thought. —Mrs. John D. Rockefeller, III, to Family Welfare Conference. "Aint it the truth?"

L. — R. — H.

VACUUM—Sometimes mere silence can be sensational in a negative sort of way. It was so when the Senate quite supinely voted to adjourn from Tuesday to Thursday just because there was no business before it to act upon or talk about.

Up till now there has almost never been any time within a session when some solon could not emulate the diligent bee in improving the idle hours with a more or less (chiefly less) sparkling verbosity. At need, during a filibuster for example, the language is rich in both classics and statistics which would be quoted from. But now—this ignominious, do-and-say-nothing silence! Possibly it was because the Louisiana senator was out of town, and so there were no thoughts about wealth to be shared.

The dearth of legislative fodder before it is perhaps the strikingly significant thing about the present Congress. There is plenty in incubation, of course. The New Deal is far from run dry as to the three R's—relief, reform, recovery in whatever order. But the impasse is just now a staggering one. All sorts of rumors fly about, as to compromise on a smaller amount than \$4,880,000,000, or else no surrender on the vital principle involved. And both camps are stubborn and sulen. Thursday is of course a significant date. Then the President is scheduled to be back in Washington.

At times silence is soothing and soporific. Then it recalls the lines of Holmes—

"When silence like a poultice comes,
To heal the blows of sound."

But now silence has a disturbing and hostile meaning. —Boston News Bureau.

L. — R. — H.

Between the Fuehrer in Germany and the Firer in the Massachusetts State House the only safe course is to let one's interest in politics remain purely academic. —Boston Transcript.

L. — R. — H.

BLUNDERING—Increased anxiety is being shown in retail circles regarding the Black 30-hour bill, which according to New York authorities, would increase prices 25% and which carries with it the seeds of a possible buyers' strike. It is expected that the bill will be reported out of committee shortly and it is held "to stand a better chance than ever of passing the Senate."

Dr. Paul H. Nystrom, vice-chairman of National Retail Code Authority and president of Limited Price Variety Stores Association, says: "If adopted it will result in widespread business difficulties, if not in disaster."

If you are interested in saving even a semblance of normalcy, better write or wire our two U. S. Senators tonight your objections to this newest sell-out to the labor lobby.

L. — R. — H.

One thing I am certain of... that whatever human beings might be doing they are apparently incapable of doing it without overdoing it. —G. K. Chesterton, England.

L. — R. — H.

DANGER—While our own Congressman can be trusted to exercise his God-given sense of fairness in all matters, a letter or wire to him will strengthen his position when a vote is taken on the bill to kill the pink slip publicity provision of the income tax law.

Directors of the Boston Chamber of Commerce have rightly declared this feature of the 1934 federal revenue act is an invasion of the taxpayer's private affairs and exposes him to annoyance and possible danger. Demanding repeal of the "pink slip" requirement, a statement sent to members of the Massachusetts delegation in Congress, says in part: "In actual practice publicity as to income taxes serves no honestly useful purpose and needlessly exposes the financial circumstances of law-abiding individuals, firms and corporations in a way which may be used for improper or even criminal purposes."

L. — R. — H.

No matter how bad it is, we can always be thankful for the news that crowds the Rudy Vallees' martial troubles off the front page. —Louisville Courier-Journal. "Mar-

tial" or "marital," it's all the same with us.

L. — R. — H.

THE CRIME FIGHT—Only the "active and aggressive support of the people" for a coordinated national, state and local program to control crime will prevail against "the existing intolerable breakdown of law and order throughout the country," concluded the six hundred crime fighters called to Washington for conference last month by Attorney General Cummings. From near and far came realistic evidence that the menace of crime is not in the small-fry second-story worker or stick-up man, but in large-scale gangster and racketeering operations aided and abetted by corrupt political influence and by the counsel of lawyers often able and always unscrupulous. Our real danger it seems is not from an occasional Dillinger but from the corrupt forces which protect him and profit from his operations.

Crime, the conference recognized, can not be controlled by speech-making and resolution, but only by a correlated program tying in every arm of the law, and backed by righteous public indignation. In its recommendations therefore the conference reached into matters of court procedure, parole, juvenile delinquency, political protection, jail conditions, police competency, the activities of "lawyer-criminals" and so on. It proposed to legislatures a six-point program to bring legal procedures in criminal actions into conformity among the states and urged that a national scientific and educational center be established in Washington for "the better training of carefully selected personnel in the broad field of criminal-law administration and the treatment of crime and criminals." This "West Point" for officers of peace is a project close to the heart of the attorney general for which he would not be averse, it is said, to accepting private endowment but for which, if needs must, he will ask Congress for an adequate appropriation. —The Survey.

L. — R. — H.

The outcome of the fight between Governor Curley and Police Commissioner Leonard, in my opinion, is not nearly as important as the question of having a trained and tried police executive in command of the "force." "John Bantry" in last Sunday's Post sized up the situation to my liking.

L. — R. — H.

BUREAUCRACY COSTLY—Congressman Fish of New York, states that the cost of the franking privilege for government mail has increased from \$14,000,000 to \$23,000,000 in one year. The increase is entirely due to government bureaus, exclusive of the House and Senate, where franking costs are only \$700,000 a year and have not increased.

This \$23,000,000 is spent largely on mailing out material which tends to perpetuate and enlarge bureaucratic control over private citizens.

The newspapers recently carried stories of the thousands of dollars the Tennessee Valley Authority would have had to pay in postage if promotional literature for its publicly-owned power experiments had not been franked at the expense of the taxpayers. How can such a privileged and subsidized system establish a true electrical "yardstick?"

This \$23,000,000 "franking" bill should be considered carefully by harassed taxpayers. It is in the nature of a promotional fund for political undertakings which demand hundreds of millions and probably billions of dollars of public funds.

Commenting on the statement of Congressman Fish, the Portland Oregonian says:

"Those citizens who fear bureaucracy will find plenty in these figures to intensify their fear."

L. — R. — H.

Capital is merely stored up labor. Dividends are merely a wage paid for savings. —Roger W. Babson.

L. — R. — H.

A SURPRISE—This past week brought on Beacon Hill an ironical instance of one of time's revenges —when pilgrims or crusaders on the selfsame route didn't seem quite to agree. Was there any jealousy as to priority when a utility-prober of long-standing dared to criticize a dragon-slaying governor?

Thus Wycliffe C. Marshall at a power and light committee hearing on a couple of his own bills for utility regulation ventured to attack Governor Curley's utility program, particularly his thrusts at the Department of Public Utilities. He asserted that the DPU is the legislative arm of the state for administration of the utility situation, and that His Excellency has no right to step in.

This protest came from one who for years has been before the commission in protracted rate cases, —encountering a setback in every important case. In fact, on the very day that he thus contended for the commission it handed down an order denying his request for reopening the New England Telephone rate case. In 1925 he fought the Edison Co. before the DPU; more recently came the three-year telephone case.

So it would seem by plain inference that one of the leading protagonists of the people actually considers their interests well protected by the DPU. —Boston News Bureau.

L. — R. — H.

The "manager" of Oliva Dionne, father of the quintuplets, trying to persuade the Ontario government, as guardian of the babies, to do more, financially, for the rest of the family, says Mr. Dionne was bewildered about everything, when



BEFORE and AFTER

© J.R.W.

Horse Racing in Bay State

Several weeks ago I published a statement that there is a possibility there will be no horse racing in Massachusetts. Today it seems almost certain. Gen. Charles H. Cole resigned from the board. Gov. Curley is in Florida enjoying the warm climate. Everybody is looking for a cut and a job. The East Boston site suddenly becomes unsuitable for a race track. The incorporators can't raise the cash. Certain representatives want to cut in on the race tracks and file bills to hamper and delay, and also make it less profitable for running the horses here. Gov. Curley wants one or more of his followers connected with every track, whether dogs or horses. There's a lot of money to be made in the racket and those in power want to grab their share while the getting is good. And it now looks as though no one will get any cash. Unless, however, things change over night, and Gov. Curley interferes a little less with those who want to run the tracks. And so the Bay State millions will flow into Rhode Island and New Hampshire as heretofore.

Peabody High Football Situation

Peabody High waited more than a decade to win a championship and a game from Salem High. Lack of material coupled with inexperienced and youthful coaches is blamed for the defeats. What Peabody needs is an experienced coach, one with a record of achievements. It can no longer experiment with young coaches. Peabody should not be the training grounds for these young fellows just out of college. How can a young fellow compete against veterans like Bill Broderick of Salem, Bodger Carroll of Beverly, Bill Joyce of Classical, Tom Whelan of English, Charlie McGuinness of Marblehead and so on down the line? No youthful coach is expected to beat these veteran coaches. Unless Peabody has superior material a young coach does not stand a chance against the aforementioned veterans. I followed Peabody in sports for 13 years. My aid was solicited to help raise funds when the Leo Buckley stadium was built. It was a great day when the stadium was dedicated. Peabody deserves a good coach and the boys need proper football training. Peabody has tried with the young coaches and the results were disastrous. There are many fine prospects in line for the position and the Peabody school board is on the spot to hire the right coach. Peabody citizens will not stand for anyone who fails to make good. They claim they have the material and now want a coach who will produce with the material.

Babe Ruth in Boston Today

Baseball's idol arrived today in Boston to sign as manager of the Braves team. The whole town has gone ga-ga since the announcement of his coming to Boston. While statements have been made that Ruth will be assistant manager and vice president of the club, you know as well as I that there can't be two managers on any ball club. Ruth is either manager or not. Bill McKechnie knows that. It the Babe does not manage the team this year, he will in 1936. That is almost certain. But those who can recall how Jack Slattery was eased out when Rogers Hornsby came to the Braves from the Giants. In the same manner will Bill McKechnie be eased out.

Tom McGovern Says—

Bill Grady, the foxy coach of the St. Pius hoop team, sort of tossed a bombshell into local basketball ranks this week when he announced that if any more of his hoopsters play with the Park league teams, they will be dropped from the St. Pius club. Grady has not forbidden his boys to perform in the Park league but has simply put it up to them that if they play in the Park league, they will not play with him. The sage's argument is that he can never book games with so many of his stars playing in the Park league despite that the league meets only on Tuesday night, and that St. Pius has not played a Tuesday game for a long time. Now Bill states he has three Tuesday games in a row booked. Mel Lundstedt spent considerable time Tuesday evening attempting to sway Grady from his decision but the English High trainer refused to listen so it looks now that either St. Pius will disband or the Park league entries will lose several good men. Those who would be affected by Grady's ruling are as follows: Frank Gaffney and Ernie Roshier of the Jayvees, Al Levy and Lou Kyrios of Miller-Pierce, Snookie Kane and Pinky Barrett of the Frasers. The big question arises from the issue, "Is Grady Right?"

McGovern's Random Thoughts

Classical High appears on the downward trend this year with only a possibility existing of it reaching the Tech tournament which would mean relinquishing its place in the Tech tourney after two straight years. English made the tournament for four straight years, reaching the semi-finals in 1929 and 30, the finals in 1931, and being eliminated by Lowell in the opening games in '32. George Skillin treated the boys to a feed at the close of the Woburn game, Tuesday night, but it was with reluctance that he handed the gilt to the High school reporters... Maybe if the High school boys forgot to write their story once in awhile, they might be thought of a little more highly... Pip Kennedy and John Morrissey sat together at the Park league games the other night and they swapped many a yarn when John's good ear was idle... Roy Woodworth did not show up Tuesday night as he has just donned a basketball suit at Tufts after being on the sidelines for three weeks with a bad knee... And while it appears that Lou Kyrios stopped Larry McGovern Tuesday night, in fairness to the former English High ace, it must be stated that he is suffering from an old football knee injury and has been taking treatments at B. U. for water on the knee... If English beats Classical in track, on the Classical track, it will be the end of the world. Classical by 25 points would be a fair comparison. They just haven't got the athletes at English any longer and Coach Tom Whelan expects to see Johnny Hayden the Classical ace, go far in college football... And while there is so much noise about Teddy Williams of Gloucester, how about Hayden, a big raw boned six footer, who, if he ever fills out and he surely will, should be a sensation in college ranks with his great speed and all around ability... Saugus Town team is reported to be ready to enter a team in the Lynn Park Baseball league this summer... and officials of the Gregory-Read company are reported as also interested... Pip Kennedy is being urged to run a baseball school for young managers before the start of the next season. Many feel that Boke Tombeno, Hi Labelle, Howie Nichols and Bill Cash-

Jeremiah F. Downey, speaker at the monthly meeting of the Men's association last week, a plan which has been declared by the division of metropolitan planning. Starting at Alewife Brook turnpike, the proposed vehicular way of the Fitchburg division north, taking land along its length square. The only industrial problem of the Metropolitan area is estimated at \$1,500,000. Van Ness Bates, designer of the highway would be where it runs under the railroad bridge at the old West Cambridge railroad. Below Porter sq. the highway, by the village ave., and from thence to the proposed highway would be where it runs under the railroad bridge at the old West Cambridge railroad. The only cross street proposed. There are many advantages occasioned by the new Concord heavily approved as a local solution to traffic problems in this community. Very likely delay the realization of the contribution to local planning declared at the meeting of the H. declared at the meeting of the H. declared at the meeting of the H.

AN IMPORTANT

"If due allowance were made for taxes" the company states "the Cambridge rate would be lower than that of any municipal plant reported." "The cost of electric service has decreased steadily" says the company "Today our customers can get practically twice as much electricity as they could for the same amount of money in 1927."

Curley Interested

As a result of conferences between Governor Curley and public utility officials and a study of the utility situation by a committee appointed by the Governor, the leading utility firms of the state recently told the governor that they were willing to cooperate in a reduction of rates. The Associated Gas and Electric System, of which the Cambridge company is a subsidiary, was represented in these conferences with the governor, and it is thought that the proposed reductions are being made along the lines agreed at that time.

Press Clipping Service
2 Park Square
BOSTON MASS.

JOURNAL
Revere, Mass.
FEB 28 1935

THE EDITOR'S VIEWPOINT--L. R. H.
Contributions and Comment Welcomed

The next creative enterprise for the human race is the realistic entrance into a period in which brotherhood is more than a word. —Frances Perkins, secretary of labor, to Mount Holyoke alumnae.

L. — R. — H.
ORIENT ECHO—China isn't so successful as we are in preventing its dollar from climbing as we are in holding down ours at need. Hers (silver) has just shot up to the highest level since 1929 despite all stabilization maneuvers at Shanghai.

Reflecting this, bar silver soars also to a new high since 1929 in London, and silver prices are firm in Montreal.

There is new bitterness in Chinese trade circles, new silence from Western senators and Father Coughlin.—News Bureau.

L. — R. — H.
VIEWPOINTS—Governor Curley says the sunshine of prosperity will once more be visible through the clouds of adversity. No wonder we didn't see it then, we who were looking for it just around the corner.—Boston Transcript.

L. — R. — H.
It is much easier for some people to lend their names to charities and to subscribe a few dollars for tickets than to contribute time and thought.—Mrs. John D. Rockefeller, III, to Family Welfare Conference. "Aint it the truth?"

L. — R. — H.
VACUUM—Sometimes mere silence can be sensational in a negative sort of way. It was so when the Senate quite supinely voted to adjourn from Tuesday to Thursday just because there was no business before it to act upon or talk about.

Up till now there has almost never been any time within a session when some solon could not emulate the diligent bee in improving the idle hours with a more or less (chiefly less) sparkling verbosity. At need, during a filibuster for example, the language is rich in both classics and statistics which would be quoted from. But now—this ignominious, do-and-say-nothing silence! Possibly it was because the Louisiana senator was out of town, and so there were no thoughts about wealth to be shared.

The dearth of legislative fodder before it is perhaps the strikingly significant thing about the present Congress. There is plenty in incubation, of course. The New Deal is far from run dry as to the three R's—relief, reform, recovery in whatever order. But the impasse is just now a staggering one. All sorts of rumors fly about,—as to compromise on a smaller amount than \$4,880,000,000, or else no surrender on the vital principle involved. And both camps are stubborn and sullen. Thursday is of course a significant date. Then the President is scheduled to be back in Washington.

At times silence is soothing and soporific. Then it recalls the lines of Holmes—
"When silence like a poultice comes,
To heal the blows of sound."
But now silence has a disturbing and hostile meaning.—Boston News Bureau.

L. — R. — H.
Between the Fuehrer in Germany and the Firer in the Massachusetts State House the only safe course is to let one's interest in politics remain purely academic.—Boston Transcript.

L. — R. — H.
BLUNDERING—Increased anxiety is being shown in retail circles regarding the Black 30-hour bill, which according to New York authorities, would increase prices 25% and which carries with it the seeds of a possible buyers' strike. It is expected that the bill will be reported out of committee shortly and it is held "to stand a better chance than ever of passing the Senate."

Dr. Paul H. Nystrom, vice-chairman of National Retail Code Authority and president of Limited Price Variety Stores Association, says: "If adopted it will result in widespread business difficulties, if not in disaster."

If you are interested in saving even a semblance of normalcy, better write or wire our two U. S. Senators tonight your objections to this newest sell-out to the labor lobby.

L. — R. — H.
One thing I am certain of... that whatever human beings might be doing they are apparently incapable of doing it without overdoing it.—G. K. Chesterton, England.

L. — R. — H.
DANGER—While our own Congressman can be trusted to exercise his God-given sense of fairness in all matters, a letter or wire to him will strengthen his position when a vote is taken on the bill to kill the pink slip publicity provision of the income tax law.

Directors of the Boston Chamber of Commerce have rightly declared this feature of the 1934 federal revenue act is an invasion of the taxpayer's private affairs and exposes him to annoyance and possible danger. Demanding repeal of the "pink slip" requirement, a statement sent to members of the Massachusetts delegation in Congress, says in part: "In actual practice publicity as to income taxes serves no honestly useful purpose and needlessly exposes the financial circumstances of law-abiding individuals, firms and corporations in a way which may be used for improper or even criminal purposes."

L. — R. — H.
No matter how bad it is, we can always be thankful for the news that crowds the Rudy Vallee's martial troubles off the front page.—Louisville Courier-Journal, "Mar-

tial" or "marital," it's all the same with us.

L. — R. — H.
THE CRIME FIGHT—Only the "active and aggressive support of the people" for a coordinated national, state and local program to control crime will prevail against "the existing intolerable breakdown of law and order throughout the country," concluded the six hundred crime fighters called to Washington for conference last month by Attorney General Cummings. From near and far came realistic evidence that the menace of crime is not in the small-fry second-story worker or stick-up man, but in large-scale gangster and racketeering operations aided and abetted by corrupt political influence and by the counsel of lawyers often able and always unscrupulous. Our real danger it seems is not from an occasional Dillinger but from the corrupt forces which protect him and profit from his operations.

Crime, the conference recognized, can not be controlled by speech-making and resolution, but only by a correlated program tying in every arm of the law, and backed by righteous public indignation. In its recommendations therefore the conference reached into matters of court procedure, parole, juvenile delinquency, political protection, jail conditions, police competency, the activities of "lawyer-criminals" and so on. It proposed to legislate a six-point program to bring legal procedures in criminal actions into conformity among the states and urged that a national scientific and educational center be established in Washington for "the better training of carefully selected personnel in the broad field of criminal-law administration and the treatment of crime and criminals." This "West Point" for officers of peace is a project close to the heart of the attorney general for which he would not be averse, it is said, to accepting private endowment but for which, if needs must, he will ask Congress for an adequate appropriation.—The Survey.

L. — R. — H.
The outcome of the fight between Governor Curley and Police Commissioner Leonard, in my opinion, is not nearly as important as the question of having a trained and tried police executive in command of the "force." "John Bantry" in last Sunday's Post sized up the situation to my liking.

L. — R. — H.
BUREAUCRACY COSTLY—Congressman Fish of New York, states that the cost of the franking privilege for government mail has increased from \$14,000,000 to \$23,000,000 in one year. The increase is entirely due to government bureaus, exclusive of the House and Senate, where franking costs are only \$700,000 a year and have not increased.

This \$23,000,000 is spent largely on mailing out material which tends to perpetuate and enlarge bureaucratic control over private citizens.

The newspapers recently carried stories of the thousands of dollars the Tennessee Valley Authority would have had to pay in postage if promotional literature for its publicly-owned power experiments had not been franked at the expense of the taxpayers. How can such a privileged and subsidized system establish a true electrical "yardstick?"

This \$23,000,000 "franking" bill should be considered carefully by harassed taxpayers. It is in the nature of a promotional fund for political undertakings which demand hundreds of millions and probably billions of dollars of public funds.

Commenting on the statement of Congressman Fish, the Portland Oregonian says:
"Those citizens who fear bureaucracy will find plenty in these figures to intensify their fear."

L. — R. — H.
Capital is merely stored up labor. Dividends are merely a wage paid for savings.—Roger W. Babson.

L. — R. — H.
A SURPRISE—This past week brought on Beacon Hill an ironical instance of one of time's revenges—when pilgrims or crusaders on the selfsame route didn't seem quite to agree. Was there any jealousy as to priority when a utility-prober of long-standing dared to criticize a dragon-slaying governor?

Thus Wycliffe C. Marshall at a power and light committee hearing on a couple of his own bills for utility regulation ventured to attack Governor Curley's utility program, particularly his thrusts at the Department of Public Utilities. He asserted that the DPU is the legislative arm of the state for administration of the utility situation, and that His Excellency has no right to step in.

This protest came from one who for years has been before the commission in protracted rate cases,—encountering a setback in every important case. In fact, on the very day that he thus contended for the commission it handed down an order denying his request for reopening the New England Telephone rate case. In 1925 he fought the Edison Co. before the DPU; more recently came the three-year telephone case.

So it would seem by plain inference that one of the leading protagonists of the people actually considers their interests well protected by the DPU.—Boston News Bureau.

L. — R. — H.
The "manager" of Olivia Dionne, father of the quintuplets, trying to persuade the Ontario government, as guardian of the babies, to do more, financially, for the rest of the family, says Mr. Dionne was bewildered about everything, when



BEFORE and AFTER

© J.E.W.

Horse Racing in Bay State

Several weeks ago I published a statement that there is a possibility there will be no horse racing in Massachusetts. Today it seems almost certain. Gen. Charles H. Cole resigned from the board. Gov. Curley is in Florida enjoying the warm climate. Everybody is looking for a cut and a job. The East Boston site suddenly becomes unsuitable for a race track. The incorporators can't raise the cash. Certain representatives want to cut in on the race tracks and file bills to hamper and delay, and also make it less profitable for running the horses here. Gov. Curley wants one or more of his followers connected with every track, whether dogs or horses. There's a lot of money to be made in the racket and those in power want to grab their share while the getting is good. And it now looks as though no one will get any cash. Unless, however, things change over night, and Gov. Curley interferes a little less with those who want to run the tracks. And so the Bay State millions will flow into Rhode Island and New Hampshire as heretofore.

Peabody High Football Situation

Peabody High waited more than a decade to win a championship and a game from Salem High. Lack of material coupled with inexperienced and youthful coaches is blamed for the defeats. What Peabody needs is an experienced coach, one with a record of achievements. It can no longer experiment with young coaches. Peabody should not be the training grounds for these young fellows just out of college. How can a young fellow compete against veterans like Bill Broderick of Salem, Bodger Carroll of Beverly, Bill Joyce of Classical, Tom Whelan of English, Charlie McGuinness of Marblehead and so on down the line? No youthful coach is expected to beat these veteran coaches. Unless Peabody has superior material a young coach does not stand a chance against the aforementioned veterans. I followed Peabody in sports for 13 years. My aid was solicited to help raise funds when the Leo Buckley stadium was built. It was a great day when the stadium was dedicated. Peabody deserves a good coach and the boys need proper football training. Peabody has tried with the young coaches and the results were disastrous. There are many fine prospects in line for the position and the Peabody school board is on the spot to hire the right coach. Peabody citizens will not stand for anyone who fails to make good. They claim they have the material and now want a coach who will produce with the material.

Babe Ruth in Boston Today

Baseball's idol arrived today in Boston to sign as manager of the Braves team. The whole town has gone ga-gas since the announcement of his coming to Boston. While statements have been made that Ruth will be assistant manager and vice president of the club, you know as well as I that there can't be two managers on any ball club. Ruth is either manager or not. Bill McKechnie knows that. It the Babe does not manage the team this year, he will in 1936. That is almost certain. But those who can recall how Jack Slattery was eased out when Rogers Hornsby came to the Braves from the Giants. In the same manner will Bill McKechnie be eased out.

Tom McGovern Says—

Bill Grady, the foxy coach of the St. Pius hoop team, sort of tossed a bombshell into local basketball ranks this week when he announced that if any more of his hoopsters play with the Park league teams, they will be dropped from the St. Pius club. Grady has not forbidden his boys to perform in the Park league but has simply put it up to them that if they play in the Park league, they will not play with him. The sage's argument is that he can never book games with so many of his stars playing in the Park league despite that the league meets only on Tuesday night, and that St. Pius has not played a Tuesday game for a long time. Now Bill states he has three Tuesday games in a row booked. Mel Lundstedt spent considerable time Tuesday evening attempting to sway Grady from his decision but the English High trainer refused to listen so it looks now that either St. Pius will disband or the Park league entries will lose several good men. Those who would be affected by Grady's ruling are as follows: Frank Gaffney and Ernie Roshier of the Jayvees, Al Levy and Lou Kyrios of Miller-Pierce, Snookie Kane and Pinky Barrett of the Frasers. The big question arises from the issue, "Is Grady Right?"

McGovern's Random Thoughts

Classical High appears on the downward trend this year with only a possibility existing of it reaching the Tech tournament which would mean relinquishing its place in the Tech tourney after two straight years. English made the tournament for four straight years, reaching the semi-finals in 1929 and 30, the finals in 1931, and being eliminated by Lowell in the opening games in '32. George Skillin treated the boys to a feed at the close of the Woburn game, Tuesday night, but it was with reluctance that he handed the gilt to the High school reporters... Maybe if the High school boys forgot to write their story once in awhile, they might be thought of a little more highly... Pip Kennedy and John Morrissey sat together at the Park league games the other night and they swapped many a yarn when John's good ear was idle... Roy Woodworth did not show up Tuesday night as he has just donned a basketball suit at Tufts after being on the sidelines for three weeks with a bad knee... And while it appears that Lou Kyrios stopped Larry McGovern Tuesday night, in fairness to the former English High ace, it must be stated that he is suffering from an old football knee injury and has been taking treatments at B. U. for water on the knee... If English beats Classical in track, on the Classical track, it will be the end of the world. Classical by 25 points would be a fair comparison. They just haven't got the athletes at English any longer and Coach Tom Whelan appears to have found it out after four years... Whelan expects to see Johnny Hayden the Classical ace, go far in college football... And while there is so much noise about Teddy Williams of Gloucester, how about Hayden, a big raw boned six footer, who, if he ever fills out and he surely will, should be a sensation in college ranks with his great speed and all around ability... Saugus Town team is reported to be ready to enter a team in the Lynn Park Baseball league this summer... and officials of the Gregory-Read company are reported as also interested... Pip Kennedy is being urged to run a baseball school for young managers before the start of the next season. Many feel that Boke Tombeno, Hi Labelle, Howie Nichols and Bill Cash-

COLE RESIGNS FROM RACING BOARD—RESENTS CURLEY MEDDLING WITH AFFAIRS

Charges Board "Political Grab Bag" When Minor Secretary Is Named—May Be Candidate for Postmaster Against Peter Tague

BOSTON, Feb. 28—Resignation of Gen. Charles H. Cole as chairman of the State Racing commission was followed today by an announcement of Gov. Curley from West Palm Beach, Fla., where he is vacationing, that he will appoint former Senator Thomas F. Cassidy, 59, of Cheshire, as Cole's successor.

Cassidy's name, Curley said, will be submitted to the executive council at the meeting on March 13.
Gen. Cole, unsuccessful guber-

norial Democratic primary candidate against Curley, tendered his resignation in a letter to the governor in which he criticized the chief executive's action in ordering all appointments to the Racing Commission staff be made through the governor's employment office.

Continued on Page Two

One angle of the racing situation was the continued piling up of protests against the granting by the commission of dog-racing licenses without public hearings.

A "hitch" developed in the granting of a fifth license, to promoters intending to operate a track in West Springfield, following reports there was a tie-up between the western promoters and persons interested in a dog track at Denison Airport in Quincy.

Former Senator Cassidy declined to make any comment on whether he would accept his appointment as chairman of the Racing Commission. He said he had been a friend of Curley for many years.

Cassidy has been a practicing attorney in Pittsfield for 39 years, but has not been active in politics for many years. He was in the Senate in 1906 and 1907.

Although insisting on considering himself as a private citizen until formal notice of his appointment reaches him Cassidy made known his personal platform on racing and permits. It was:

"The spirit as well as the letter of the state racing law should be observed.

"No license for a dog racing track should be issued until the location in prospect is favorably viewed by the Racing Board or some duly constituted agent of the board.

"Such locations should be in places that will not in any wise disturb the peace, quiet and comfort of homes, hospitals and other institutions."

Curley to Name T. F. Cassidy to Racing Commission

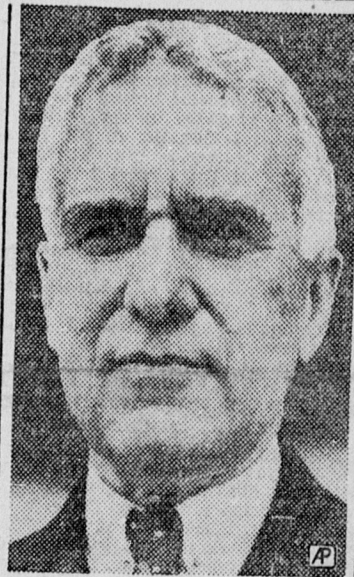
Governor Makes Statement Following Resignation of Cole, Who Claims Former Dominates Things

Boston, Feb. 28 (P)—Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts Racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the Racing commission had been dismissed by direct orders of Curley without a hearing; that a



GEN. CHARLES H. COLE
Who Quit Racing Commission Job

man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the Racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) Division in France during the World war and is at present senior surviving officer of the old division.

To Hear Labor at Shoe Conference

The governor's committee to study Massachusetts' boot and shoe industry today meets the representatives of labor.

Manufacturers conferred with the committee yesterday at the first of a series of three conferences. Legislators representing the shoe districts of the state will meet with the committee tomorrow.

Yesterday's conference resulted in a proposal that a new state commission be created to settle disputes in the industry.

The proposed commission would be appointed by the governor and would be patterned after the state industrial accident board. It would promote "just and rational" relations between manufacturers and employees, would hear evidence in disputes and make final dispositions, subject to court action only on questions of law.

A second proposal was to license labor unions in order to hold them financially responsible for the violation of contracts while manufacturers were filling orders.

Both proposals were offered to the committee chairman, Dean Gleason Archer of Suffolk law school, and by Francis B. Masterson, president of the National Shoe Wholesalers' association.

SUN
Lowell, Mass.

FEB 28 1935

Military Ball of Reserve Officers Colorful Affair



Representatives of the National Guard, American Legion, the regular army, U. S. W. V., C. M. T. C. and the Lowell high school regiment assembled at the Rex ballroom last night with civilian dignitaries and guests, to take part in the pomp and splendor of the first annual military ball to be sponsored by Middlesex North chapter of the U. S. Army Reserve Officers association. The affair, one of the most colorful of Lowell's social season, drew an animated crowd of both young people and their elders to dance to the music of Louis Martino's Rexonians. Lieut. Frank A. Lawlor, president of the association, was in general charge of the program, assisted by Capt. Henry E. McGowan.

Medals, epaulets, gold-braid, flashing silver sword buckles and the sheen of polished leather contributed their share, together with natty uniforms and the gay evening costumes of the ladies, to making the evening one of the most colorful in Lowell's history, rivalling even the gala events of a half century ago, when the Mechanics Phalanx and similar units turned out en masse for an evening of stiff formality. The formal air last night was lent by the contrasting black and white of full evening dress and dinner clothes in which the numerous civilian guests came arrayed. Also attributable to the formality of the event was the absence of vocal numbers or other forms of entertainment.

The scene of the affair was attractively decorated with flags and bunting, while the orchestra, an excellent 11-piece aggregation, played its special brand of "sweet" music among the subdued lights of a Moorish castle on the stage. For those who wished to "sit it out," the balconies offered an ideal vantage-point from which to watch the spectacle.

Several Dance Features

Features of the dancing were the "Paul Jones," in which the men, somewhat handicapped by tight-fitting uniforms and tuxedos but still game, formed a ring and at the clash of the cymbals broke from the circle to find their chance partners and go whirling off to rapid music. The "squat" dance, in which the tardy ones were penalized for inability to get down on one knee quickly enough, was also amusing. These and other novelty numbers were arranged and announced by Capt. McGowan, who served as master of ceremonies for the evening. Prizes were given the winners of the various "specials."

Refreshments were served in the foyer of the ballroom during the intermissions, under the direction of a committee made up of Lieuts. James E. Cutcliffe, A. C. Cox and John R. Guenard.

President Thomas B. Delaney of the city council represented the city government in the absence of Mayor James J. Bruin, as well as Gen. Adelbert Ames camp, United Spanish War veterans, and Senator William F. McCarty brought the greetings of Gov. James M. Curley, commander-in-chief of the armed forces of the commonwealth. Lieut. and Mrs. Frank A. Lawlor presided at the reception line, assisted by Maj. and Mrs. Frank J. Van Greenby.

Those in charge of the ball were warmly congratulated by President Delaney, Senator McCarty and other dignitaries present for the successful manner in which the newly-organized local unit of the Reserve Officers association had carried out its first major social undertaking, and expressed the hope that this would be the forerunner of many similar events to come.

The committees responsible for the

success of the affair were:

Lieut. Frank A. Lawlor, president of the association, general chairman; Major Frank J. Van Greenby, vice chairman; distinguished guests committee, Col. Frederick A. Estes, vice chairman; Col. James J. Powers; reception committee, Capt. Philip G. Berman, chairman; Capt. Schuyler R. Waller, vice chairman; publicity committee, Lieut. Arthur J. Hogan, chairman; Lieut. James B. Whiteside, vice chairman; checking committee, Lieut. Edward J. Jennings, chairman; Lieut. James L. Dorgan, vice chairman; hall committee, Lieut. James C. Coughlin, chairman; Lieut. N. Gilmore Long, vice chairman; printing, Lieut. George A. Peirce, chairman; Lieut. Eugene E. Allen, vice chairman; tickets, Capt. Henry E. McGowan, chairman; Capt. Percy Lightman and Lieut. Nathan Newman, vice chairmen.

Members of the general committee were: Lieuts. Charles W. Martel, George H. Allard, Jr., Harry Black, John J. Breen, James M. Burns, David Caddell, Morris Cohen, Frederick F. Donahoe, James L. Dorgan, Henry F. Douglas, Frank F. Hobson, Albert E. Hovey, William A. Liddell, N. Gilmore Long, Elliot M. MacLean, Paul L. Perkins, William C. Ready, Theodore A. Stamas, Maxwell Green, Ralph Cushing, Francis Murphy, Brendan Leahey, Robert Kennedy and Thomas Reagan.

On the reception committee, in addition to Capt. Berman and Capt. Waller, were: Capt. Arthur R. Brown, Capt. Harry Brown, Stephen H. Dodd, John F. Graves, Michael H. Harrington, Joseph Hogan, Harry J. Jerome, Percy Judd, Harold L. Leland, James P. McCready, Edward R. Neville, Patrick O'Hearn, Ishmael E. Park, Francis Ralls and Maj. Colby T. Kittredge.

Members of the publicity committee were: Lieuts. Costas Caragianis, Ralph Cushing, Justin L. Anderson, Samuel A. Dibbins and Hyman J. Welsman.

STATE RAVING DOMIN

Both proposals were offered to the committee chairman, Dean Gleason Archer of Suffolk law school, and by Francis B. Masterson, president of the National Shoe Wholesalers' association.

Press Clipping Service
2 Park Square
BOSTON MASS.

SUN
Lowell, Mass.

FEB 28 1935

Military Ball of Reserve Officers Colorful Affair



Representatives of the National Guard, American Legion, the regular army, U. S. W. V., C. M. T. C. and the Lowell high school regiment assembled at the Rex ballroom last night with civilian dignitaries and guests, to take part in the pomp and splendor of the first annual military ball to be sponsored by Middlesex North chapter of the U. S. Army Reserve Officers association. The affair, one of the most colorful of Lowell's social season, drew an animated crowd of both young people and their elders to dance to the music of Louis Martino's Rexionians. Lieut. Frank A. Lawlor, president of the association, was in general charge of the program, assisted by

Several Dance Features

Features of the dancing were the "Paul Jones," in which the men, somewhat handicapped by tight-fitting uniforms and tuxedos but still game, formed a ring and at the clash of the cymbals broke from the circle to find their chance partners and go whirling off to rapid music. The "squat" dance, in which the tardy ones were penalized for inability to get down on one knee quickly enough, was also amusing. These and other novelty numbers were arranged and announced by Capt. McGowan, who served as master of ceremonies for the evening. Prizes were given the winners of the various "specials."

success of the affair were:

Lieut. Frank A. Lawlor, president of the association, general chairman; Major Frank J. Van Greenby, vice chairman; distinguished guests committee, Col. Frederick A. Estes, vice chairman; Col. James J. Powers; reception committee, Capt. Philip G. Berman, chairman; Capt. Schuyler R. Waller, vice chairman; publicity committee, Lieut. Arthur J. Hogan, chairman; Lieut. James B. Whiteside, vice chairman; checking committee, Lieut. Edward J. Jennings, chairman; Lieut. James L. Dorgan, vice chairman; hall committee, Lieut. James C. Coughlin, chairman; Lieut. N. Gilmore Long, vice chairman; printing, Lieut. George A. Peirce, chairman; Lieut. Eugene E.

Press Clipping Service
2 Park Square
BOSTON MASS.

COURIER-CITIZEN
Lowell, Mass.

FEB 28 1935

COLE RESIGNS OFFICE, CITING 'UNFAIR' TACTICS UNDER CURLEY REGIME

Chairman of Racing
Commission Fulfills
Threat

TROUBLES CITED

Dismissal of Assistant Sec-
retary Without Hearing
Aired

BOSTON, Feb. 27 (P)—Gen. Charles H. Cole, chairman of the Massachusetts Racing commission, tonight mailed his resignation to Governor James M. Curley.

Cole gave three reasons for resigning. He complained that an assistant secretary of the Racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the Racing commission staff would be filled by an assistant secretary of Curley.

Appointed by Ely.

Cole, who was appointed by Governor Joseph B. Ely and who received the endorsement of the Democratic party for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the governor:

"Lawrence J. Bresnahan, assistant secretary of the State Racing commission, was dismissed by this commission Feb. 23, 1935, by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

Has No Experience.

"Again yesterday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the

COURIER-CITIZEN
Lowell, Mass.

FEB 28 1935

Governor Curley appears to be awakening the voice of protest in his own party by his high-handed proceedings against all and sundry who do not crook the pregnant hinges of the knee. An attack on him was cheered to the echo, according to Boston reports, at a party gathering in the Copley-Plaza Tuesday night designed to do honor to Attorney-General Dever. The explanation appears to be, at bottom, that his prodigious vote at the polls in November went to the governor's head and produced delusions of inexpugnable grandeur. It is always a dangerous thing to overestimate the strength of one's own hand. The first two months of this administration have been devoted mainly to harvesting opposition scalps—

and very successfully, too. That can be overdone. It has already been overdone. The vote of last November was not so much a vote of confidence in Curley as a vote of protest against the Republican party, wholly devoid of logic and caused by blind emotionalism. As time goes on, people are getting sober. It is difficult to see how the governor's conduct can be regarded as promoting his desire to become a senator, or even how it can be made to promote a second gubernatorial term. As one of Kipling's schoolboy characters was fond of saying, "Too much ticklee, him bust." As things are going, the Curley regime is liable to be undone by its own attack of swelled head.

Press Clipping Service
2 Park Square
BOSTON MASS.

LEADER
Lowell, Mass.

FEB 28 1935

county. If investors do not relish the threats of duplication by government competition, it is not surprising.

Governor Curley can be as gallant as they make 'em on occasion. In Washington the other day when he was leading the drive to get help from Congress for New England mills, Representative Edith Nourse Rogers told him that she had introduced a bill in the House designed to place New England mills on a more equitable basis of competition with the South. Whereupon Governor Curley replied that he was confident that if the entire New England delegation in Congress would support "such a glorious creature" as Mrs. Rogers, there would be nothing to it but success. But, gallantry aside, there is every reason why our representatives in both parties should unite in efforts for adequate recognition of the textile industry's claims for consideration.

LEADER
Lowell, Mass.

FEB 28 1935



NOW THAT THE DUST is settling a bit on the Ruth transfer to Boston, the big problem is whether the Babe is to take full charge of the club on the field, supplanting Bill McKechnie. At Boston the yarn will not down that Judge Fuchs is out—or will be before the season rolls around—and that Ruth will take over the works. It is claimed the outer will take place in April, and that McKechnie will be deposed as manager, at least. He may go into the front office. If that situation is true it shouldn't be delayed. The judge should be pushed out at once and Babe given full charge at once. Imagine a manager trying to train a club expecting to get the axe at any moment. It will send the Braves away to a ragged start and nothing like that is wanted now. Another thing is that McKechnie is to be deposed at the end of the season anyway. That's a fine thing to have dangling over a manager's dome all year. It's like the hanging sword of Damocles. The sooner they can get things straightened out for keeps in the Hub, the sooner the Braves will be on rehabilitation road. It's dangerous to write much about this situation for before it gets into print it may be all changed around, so rapidly are things happening. McKechnie is quoted as saying, "Unless Ruth wears a uniform he won't be worth a nickel to any club. I intend to remain at the helm and any time I think Ruth or any one else can do a better job at managing I'm ready to resign." There is the tip-off as to how Babe and Bill will get along.

—o—o—o—o—o—o—
MY BEST BET AT ALL TRACKS FOR TODAY.
Thin Cream—Hard to whip.

—o—o—o—o—o—o—
THE GREEN-EYED MONSTER.
For one, Dizzy Dean doesn't welcome Babe Ruth into the National league. He spoke as follows: "He has made all his money in the American league, so why doesn't he stay there? I don't believe he was ever worth \$80,000 a year. I don't think I am worth it, and I don't believe there will ever be a player entitled to that much money for playing a season." Of course Dizzy isn't a bit jealous.

—o—o—o—o—o—o—
WHATCHA SAY?
With about every other school announcing its football schedule for next season we await the announcement of Lowell high's. Understand it is ready and must get official approval from somebody or group. Yet the slate might as well be released for it is pretty well known what teams are to be on it. For example, Greenfield, Watertown, Keith, Nashua, Manchester Central and Lawrence are said to be set. Also Somerville and Chelsea are off, I understand. And what's this about Tom Keady filing an application for the coaching berth at Boston college? I understand two friends did the actual filing.

—o—o—o—o—o—o—
WHATTA MAN.
I have no intention of turning this column into a wrestling promotion department, but when a wrestler weighing 576 pounds is due to perform here next Monday night that is worthy of comment. His name is Martin Levy and he is about 30 years old. He hasn't seen his feet—I was going to say his knees, but I wasn't sure—for many years. They tell me he is as broad in the beam as the bottom of a mud scow. He is to wrestle in the four-man battle royal. If they ever succeed in pinning what he calls tight to the canvas they will have to take time out to haul him back into position, probably with a block and tackle, the same contrivance to be used in getting him into the ring.

—o—o—o—o—o—o—
LET'S GET TOGETHER ON THIS.
I've just got to recall that famous saying of Governor Curley the day after he was elected. It went like this: "There were so many who hopped on the band wagon they pushed ME off." And I have seen plenty of band-wagon hopping and I told you so. By sports writers in the country claiming they forecast Babe Ruth's going to the Braves. I don't claim to have been first with the news, but I claim to have stuck by it with consistency when others were silent. Here is a rib-tickler though. A large two-column box appeared on the sports page of The Sun yesterday reprinting a signed story by John F. Kenney, sports editor, claiming to have sprung the Ruth story back last October. In a space not many columns away Cecil P. Dodge, another columnist, writes and gives the credit for the story to Thomas F. McSorley. Should dress rehearsals be held to Thomas F. McSorley. Should dress rehearsals be held on these matters, or should some one decide who's the which?

—o—o—o—o—o—o—
COLE QUIT.
The horse and dog track situation was bad enough in this state without Gen. Charles H. Cole quitting his position as chairman. He maintains he was driven out of office through the dictation of Governor Curley. No doubt there isn't any too great love lost between the pair because Mr. Curley defeated Gen. Cole in the Democratic primary for the gubernatorial nomination. Then to have the governor taking charge of the commission was too much.

—o—o—o—o—o—o—
THE TEXTILE SCHEDULE.
With Providence college off the Lowell Textile football slate a foe which always furnished a good game is eliminated. It was just the inability of schedule-makers to arrange this game. Providence will be on future schedules. But to replace the Friars, Springfield college has been added. That team will be just as tough as the Friars. Maybe tougher.

50%

Sale

Days

No Exchanges or Returns

Weather Still Ahead

of the Season

Days

CONTINUED

commission. Again the vote was two to one, I voting in the negative.

"Also, yesterday, we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the Racing commission staff would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the State Racing commission to take effect at your convenience, but in any event on March 12, 1935."

Cole had been expected to resign ever since his tiff with Curley over the discharge of Bresnahan, a Cole and Senator David I. Walsh supporter. Yesterday, he cleaned out his desk, but with the remark that it was possible to put his belongings back.

A bill is due to come before the Legislature next Tuesday, seeking an investigation into the circumstances surrounding the appointment of Cole and his associates, Charles F. Connors and William H. Ensign, by Governor Ely. The matter was aired in December before Governor Ely and his council, but the hearing was halted by Ely.

James T. Purcell, Boston restaurateur, left this morning to join Governor Curley at Palm Beach, Fla., and observers expected that Purcell would be named by Curley to succeed Cole.

DESIGNS OFFICE, 'UNFAIR' TACTICS CURLEY REGIME

COURIER-CITIZEN
Lowell, Mass.

FEB 28 1935

Governor Curley appears to be awakening the voice of protest in his own party by his high-handed proceedings against all and sundry who do not crook the pregnant hinges of the knee. An attack on him was cheered to the echo, according to Boston reports, at a party gathering in the Copley-Plaza Tuesday night designed to do honor to Attorney-General Dever. The explanation appears to be, at bottom, that his prodigious vote at the polls in November went to the governor's head and produced delusions of inexpugnable grandeur. It is always a dangerous thing to overestimate the strength of one's own hand. The first two months of this administration have been devoted mainly to harvesting opposition scalps—

and very successfully, too. That can be overdone. It has already been overdone. The vote of last November was not so much a vote of confidence in Curley as a vote of protest against the Republican party, wholly devoid of logic and caused by blind emotionalism. As time goes on, people are getting sober. It is difficult to see how the governor's conduct can be regarded as promoting his desire to become a senator, or even how it can be made to promote a second gubernatorial term. As one of Kipling's schoolboy characters was fond of saying, "Too much tickle, him bust." As things are going, the Curley regime is liable to be undone by its own attack of swelled head.

Press Clipping Service
2 Park Square
BOSTON MASS.

LEADER
Lowell, Mass.

FEB 28 1935

county. If investors do not relish the threats of duplication by government competition, it is not surprising.

Governor Curley can be as gallant as they make 'em on occasion. In Washington the other day when he was leading the drive to get help from Congress for New England mills, Representative Edith Nourse Rogers told him that she had introduced a bill in the House designed to place New England mills on a more equitable basis of competition with the South. Whereupon Governor Curley replied that he was confident that if the entire New England delegation in Congress would support "such a glorious creature" as Mrs. Rogers, there would be nothing to it but success. But, gallantry aside, there is every reason why our representatives in both parties should unite in efforts for adequate recognition of the textile industry's claims for consideration.

LEADER
Lowell, Mass.

FEB 28 1935



NOW THAT THE DUST is settling a bit on the Ruth transfer to Boston, the big problem is whether the Babe is to take full charge of the club on the field, supplanting Bill McKechnie. At Boston the yarn will not down that Judge Fuchs is out—or will be before the season rolls around—and that Ruth will take over the works. It is claimed the outer will take place in April, and that McKechnie will be deposed as manager, at least. He may go into the front office. If that situation is true it shouldn't be delayed. The judge should be pushed out at once and Babe given full charge at once. Imagine a manager trying to train a club expecting to get the axe at any moment. It will send the Braves away to a ragged start and nothing like that is wanted now. Another thing is that McKechnie is to be deposed at the end of the season anyway. That's a fine thing to have dangling over a manager's dome all year. It's like the hanging sword of Damocles. The sooner they can get things straightened out for keeps in the Hub, the sooner the Braves will be on rehabilitation road. It's dangerous to write much about this situation for before it gets into print it may be all changed around, so rapidly are things happening. McKechnie is quoted as saying, "Unless Ruth wears a uniform he won't be worth a nickel to any club. I intend to remain at the helm and any time I think Ruth or any one else can do a better job at managing I'm ready to resign." There is the tip-off as to how Babe and Bill will get along.

—o—o—o—o—o—o—
MY BEST BET AT ALL TRACKS FOR TODAY.
Thin Cream—Hard to whip.

—o—o—o—o—o—o—
THE GREEN-EYED MONSTER.
For one, Dizzy Dean doesn't welcome Babe Ruth into the National league. He spoke as follows: "He has made all his money in the American league, so why doesn't he stay there? I don't believe he was ever worth \$80,000 a year. I don't think I am worth it, and I don't believe there will ever be a player entitled to that much money for playing a season." Of course Dizzy isn't a bit jealous.

—o—o—o—o—o—o—
WHATCHA SAY?
With about every other school announcing its football schedule for next season we await the announcement of Lowell high's. Understand it is ready and must get official approval from somebody or group. Yet the slate might as well be released for it is pretty well known what teams are to be on it. For example, Greenfield, Watertown, Keith, Nashua, Manchester Central and Lawrence are said to be set. Also Somerville and Chelsea are off, I understand. And what's this about Tom Keady filing an application for the coaching berth at Boston college? I understand two friends did the actual filing.

—o—o—o—o—o—o—
WHATTA MAN.
I have no intention of turning this column into a wrestling promotion department, but when a wrestler weighing 576 pounds is due to perform here next Monday night that is worthy of comment. His name is Martin Levy and he is about 30 years old. He hasn't seen his feet—I was going to say his knees, but I wasn't sure—for many years. They tell me he is as broad in the beam as the bottom of a mud scow. He is to wrestle in the four-man battle royal. If they ever succeed in pinning what he calls tights to the canvas they will have to take time out to haul him back into position, probably with a block and tackle, the same contrivance to be used in getting him into the ring.

—o—o—o—o—o—o—
LET'S GET TOGETHER ON THIS.
I've just got to recall that famous saying of Governor Curley the day after he was elected. It went like this: "There were so many who hopped on the band wagon they pushed ME off." And I have seen plenty of band-wagon hopping and I told you so. By sports writers all the country claiming they forecast Babe Ruth's going to the Braves. I don't claim to have been first with the news, but I claim to have stuck by it with consistency when others were silent. Here is a rib-tickler though. A large two-column box appeared on the sports page of The Sun yesterday reprinting a signed story by John F. Kenney, sports editor, claiming to have sprung the Ruth story back last October. In a space not many columns away Cecil P. Dodge, another columnist, writes and gives the credit for the story to Thomas F. McSorley. Should dress rehearsals be held to Thomas F. McSorley. Should dress rehearsals be held on these matters, or should some one decide who's the which?

—o—o—o—o—o—o—
COLE QUIT.
The horse and dog track situation was bad enough in this state without Gen. Charles H. Cole quitting his position as chairman. He maintains he was driven out of office through the dictation of Governor Curley. No doubt there isn't any too great love lost between the pair because Mr. Curley defeated Gen. Cole in the Democratic primary for the gubernatorial nomination. Then to have the governor taking charge of the commission was too much.

—o—o—o—o—o—o—
THE TEXTILE SCHEDULE.
With Providence college off the Lowell Textile football slate a foe which always furnished a good game is eliminated. It was just the inability of schedule-makers to arrange this game. Providence will be on future schedules. But to replace the Friars, Springfield college has been added. That team will be just as tough as the Friars. Maybe tougher.

Press Clipping Service
2 Park Square
BOSTON MASS.

SUN
Lowell, Mass.

FEB 28 1935

CASSIDY, FORMER SENATOR, TO LEAD STATE RACING BOARD

**Is Gov. Curley's Choice to Succeed Gen.
Charles H. Cole, Who Resigned Be-
cause of Gubernatorial Interference
In Department**

BOSTON, Feb. 28 (INS)—Resignation of General Charles H. Cole as chairman of the state racing commission was followed today by announcement of Governor James M. Curley from West Palm Beach, Fla., where he is vacationing, that he will appoint former Senator Thomas F. Cassidy, 59, of Cheshire, as his successor.

Cassidy's name, Governor Curley said, will be submitted to the executive council at the regular meeting on March 13.

General Cole, unsuccessful gubernatorial Democratic primary candidate against Governor Curley tendered his resignation in a letter to the governor in which he criticized the chief executive's action in ordering all appointments to the racing commission staff be made through the governor's office. Cole said it "violates every principal of business and executive work."

The racing commission chairman was particularly incensed over the removal of Lawrence J. Bresnahan as secretary of the commission, at the direction of the governor, and his replacement by Cornelius "Tubber" Cronin.

Cole had torn up Bresnahan's resignation, but his two associate commissioners, Charles F. Connors, of Boston, and William H. Ensign, of Westfield, had voted to remove

him. By the same vote, they appointed Cronin his successor.

Cronin, Cole said, was "a young man without any secretarial or office experience."

It was understood that General Cole may become a candidate for Boston postmaster against Governor Curley's choice, Peter F. Tague, former congressman. Cole, it was politically reported, might receive the backing of United States Senator David I. Walsh, Democrat, who supported Cole in the gubernatorial primary.

One angle of the racing situation was the continued piling up of protests against the granting by the commission of dog-racing licenses without public hearings. A "hitch" developed in the granting of a fifth license, to promoters intending to operate a track in West Springfield, following reports there was a tieup between the western promoters and persons interested in a dog track at Denison airport in Quincy.

Former Senator Cassidy declined to make any comment on whether he would accept his appointment as chairman of the racing commission. He said he had been a friend of Governor Curley for many years.

Cassidy has been a practicing attorney in Pittsfield for 39 years, but has not been active in politics for many years. He was in the senate in 1906 and 1907.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRIBUNE
Lawrence, Mass.

FEB 28 1935

COLE POST GOING TO CASSIDY

**Gov. Curley to Name
Cheshire Man for
Race Board**

BOSTON, Feb. 28 (P)—Governor James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated Press he would accept General Chas. H. Cole's resignation as chairman of the Massachusetts Racing Commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The Governor, asked for a statement, answered: "That's all there is to say."

Favors Full Publicity.

PITTSFIELD, Feb. 28. (A)—Thomas F. Cassidy, one of Berkshire county's trial lawyers, said today when informed Governor James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

General Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

Press Clipping Service
2 Park Square
BOSTON MASS.

TELEGRAM
Lawrence, Mass.

FEB 28 1935

CASSIDY HEADS RACING BOARD

*Curley Phones From Florida He
Will Name Pittsfield Lawyer as
Chairman to Succeed Gen. Cole*

*Says Law On Cruelty To Animals Might
Be Invoked Relative To Possible
Cruelty In Race Dog Training*

BOSTON, Feb. 28 (UP)—Former Senator Thomas F. Cassidy of Pittsfield will be appointed chairman of the state racing commission to succeed General Charles H. Cole, who resigned last night, Governor Curley announced early today in a telephone call from Florida.

The governor said he would accept Cole's resignation immediately.

Cassidy, a resident of Cheshire, served in the state senate in 1906 and 1907. He has been a practicing attorney in Pittsfield for more than 35 years. He is 59.

In his letter of resignation mailed to the governor at Miami, Fla., Cole gave as principal reason for his leaving the position the dismissal of Lawrence J. Bresnahan as assistant secretary of the commission "by your direct orders."

A square deal for everyone was promised today by Cassidy during his administration as chairman of the state racing commission.

"I can only state my broad and open views in regard to dog racing," said Cassidy in an interview. "I believe the spirit as well as the letter of the law should be observed. When an application has been filed I think the commission should visit the location set forth in the petition. A notice should be inserted in the local newspaper for a hearing to give those objecting an equal opportunity with proponents of the petition."

"Under no circumstances should a petition be approved that would disturb the peace, quiet and comfort of homes, the hospitals, or the public institutions."

"Someone has referred to the possible cruelty of the sport, and my reply to that is, why not invoke the law already on the statute books in relation to cruelty to animals."

Cassidy said his appointment had been entirely unsolicited.

Press Clipping Service
2 Park Square
BOSTON MASS.

TRIBUNE
Lawrence, Mass.

FEB 28 1935

COLE RESIGNS POSITION ON RACING COMMISSION

Cites Reasons for His Action in Statement
to Governor—Criticizes Dismissal of
Bresnahan by Curley

BOSTON Feb. 27 (P)—General Charles H. Cole chairman of the Massachusetts racing commission, tonight mailed his resignation to Governor James M. Curley. Cole gave three reasons for resigning.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Statement to Curley

Cole, who was appointed by Governor Joseph B. Ely and who received the endorsement of the Democratic party for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the governor:

"Your Excellency:

"Lawrence J. Bresnahan, assistant secretary of the state racing commission, was dismissed by this commission Feb. 23, 1935 by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other members of the commission.

"Again yesterday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your assistant secretary Mr. Kane, director of employment that all appointments to the racing commission staff would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above facts I am obliged to tender to you my resigna-



GEN. CHARLES H. COLE

tion as chairman and member of the state racing commission to take effect at your convenience but in any event on March 12 1935.

"Charles H. Cole."

Cole had been expected to resign even since his tiff with Curley over the discharge of Bresnahan, a Cole and Senator David I. Walsh supporter. Yesterday he cleaned out his desk but with the remark that it was possible to put his belongings back.

Probe Bill Pending

A bill is due to come before the legislature next Tuesday seeking an investigation into the circumstances surrounding the appointment of Cole and his associates Charles F. Connors and William H. Ensign, by Governor Ely and his council but the hearing was halted by Ely.

James T. Purcell, Boston restaurateur, left this morning to join Governor Curley at Palm Beach, Florida, and observers expected that Purcell would be named by Curley to succeed Cole.

Press Clipping Service
2 Park Square
BOSTON MASS.

EAGLE
Lawrence, Mass.

FEB 28 1935

MAYOR ASKS FOR RATES PROPOSAL

Following closely upon Governor Curley's recent announcement that public utility concerns, throughout the state had agreed to give rate reductions that would mean the saving of several millions of dollars a year to consumers, Mayor Griffin Wednesday sent a letter to the Lawrence Gas & Electric Company requesting immediate submission of its proposal in this respect. Officials of the company informed the mayor, aldermen and city solicitor in conference some weeks ago that they had a schedule of lower rates to present them, but that out of courtesy to the Governor they would hold it up until after the conference with representatives of the public utility concerns that he had called. Governor Curley's recent announcement was the result of that conference and the work of a committee that he named at that time.

GAZETTE
Haverhill, Mass.

FEB 28 1935

Masterson Proposes State Shoe Commission to Hear Disputes in Bay State Shops

(Special to The Gazette)

STATE HOUSE, Boston—Establishment of a new state commission, prototypical of the State Industrial Accident board, designed to promote "just and rational" relations between manufacturers and employes and empowered to settle disputes within the industry, was recommended to Governor Curley's special committee, appointed to devise means of restoring prosperity to the Commonwealth's shoe industry, by Francis B. Masterson, representing the National Association of Shoe Wholesalers, at the second conference with manufacturers held in the State House this afternoon.

The proposed commission would be authorized to hear evidence in disputes and to make final disposition. Decisions of the commission would be subject to review by the courts only on questions of law. Furthermore, the board would be empowered to make rules and regulations governing the conduct of the industry.

Mr. Masterson also suggested that contracts between employers and employes be filed with the proposed new commission in a manner similar to that required by the state boxing commission.

Another important recommendation was made to the Governor's committee, which is headed by Dean Gleason L. Archer of Suffolk Law school, this afternoon, by William F. Doyle of the Doyle Shoe Co., Brockton. He urged the committee or any new state commission which might be established to launch a nation-wide drive to "build up" the unorganized shoe centers of the country to the end that their wage schedules would be brought up to a proper level. With such an accomplishment Mr. Doyle felt confident the manufacturers in the Brockton district would be willing to pay a preferential for making shoes of our grade in Brockton.

That shoe manufacturers are moving out of Boston because they are forced to deal with an "irresponsible union" was the charge made to the Governor's committee by Lewis C. Hulbert, representing the Unity Shoe Workers of Boston. He said the Boston manufacturers are greatly handicapped by the activities of the local union.

Support of Hulbert's claim was expressed by Harry Clayman, appearing for the Clayman Shoe Co., Boston. "We don't object to organized labor but we do object to the type of unions," he said. "The unions can control us, but we can't control them. They take a holiday—they call it that now—whenever they want to, and we can't do anything about it."

Chester Eaton, representing the C. A. Eaton Co., Brockton, reiterated the suggestion made at the first conference of the advantage of the collection of costs in all centers by some state agency. He also maintained that the element of "uncertainty of delivery" has to be eliminated. The speaker said he would favor the writing into the national shoe code of wages for skilled, semi-skilled and unskilled workmanship. Such grades of wage schedules, he said, should be fixed at a modest figure. "If that is done it must be no holding back on production," he declared. The inclusions of the three wage scales in the code, he maintained, would be preferable to an increase in the minimum wage.

Questioned by Frank A. Goodwin, committee member, Mr. Eaton expressed the belief that legislation designed to relieve the shoe industry would have to be national rather than state to be effective. The removal of plants to other states, he added, "is nothing new for it has been going on for some years." Such removals are due to the pressure of organized labor, he believed.

Figures showing the decline of shoe production in Massachusetts were presented to the governor's committee by Max Freedman, representing the Diamond Shoe Co., Brockton. In the last 25 years, he said, the decline in production in Massachusetts was 48,000,000 pairs, despite the fact that the total production in the country in the same period had increased by 70,000,000 pairs.

The chairman requested Paul Wolfer of Brockton, general manager of the W. L. Douglas Shoe Co., for some remarks. Wolfer said that one of the greatest difficulties in the shoe industry is that production is not continuous, and he blamed this upon the union calling strikes for trifles.

"If we can get a contract assuring

continuous work, and can have a fact-finding board to pass on grievances, we will then be able to pay high wages and bring prosperity back to Brockton," said Wolfer.

Asking if he might be permitted to make some further suggestions, Francis B. Masterson again took the floor and suggested that there would never be stability in the industry until laws are passed which would give the state the right to license unions.

He declared that the unions could then be made financially responsible, and in the event a contract is broken, could be brought to court. He said that he understands that unions have been licensed for years in England, and the results there have been satisfactory.

Frank Goodwin contended that the contracts would still be worthless because the unions would have no funds to pay damages.

The committee will meet representatives at 2 p. m. tomorrow.

Morrill Bill Recommended; Newburyport Loan Passed

(Special to The Gazette)

STATE HOUSE, Boston—The House of Representatives yesterday afternoon recommitted to the committee on cities the bill of Representative Charles H. Morrill of Haverhill providing for the submission to the voters of questions concerning municipal affairs now controlled by the city council.

Without debate and on a voice vote the House passed to be engrossed and sent to the Senate the bill authorizing the city of Newburyport to borrow \$500,000 for the construction of a new high school. (C)

Senate Rejects Child Labor Clause Unanimously

BOSTON—By a vote of 34 to 0, the Massachusetts Senate accepted yesterday the adverse committee report on the resolutions in favor of the ratification of the child labor amendment to the federal Constitution. Since the House had already accepted the committee report, the matter has been disposed of for this year.

Sunday Wedding Dance Bill Voted by Senate

By a vote of 19 to 9 the Senate ordered to a third reading the bill permitting dancing at weddings on the Lord's day. The Senate had previously killed the bill, but on motion of Senator Charles A. P. McAree of Haverhill that action was reconsidered.

STATE HOUSE BRIEFS

The Senate voted to recall from the governor two bills which put under civil service rules the superintendent and deputy superintendents of the Boston police. The Senator obtained the bills and when he returned to the Senate chamber he asked unanimous consent to have the Senate reconsider its action in passing the measures. Senator Fish of Brookline promptly objected and so the bills were sent back to the governor's office. The understanding was that Senator Nicholson wanted to give the Governor more time to consider the bills. He must now act on them not later than next Tuesday.

The Senate passed to be engrossed the bill providing that prisoners who have been convicted of murder in the first degree must be transferred from other institutions to the State prison. Senator Wragg of Needham, who has been actively concerned with the recent murder trials in Norfolk county, made the motion to suspend the rules.

On a rollcall, 21 to 10, the Senate ordered to a third reading the bill changing the name of the Middlesex College of Medicine and Surgery to Middlesex college and authorizing it to grant the degree of bachelor of science.

Senator William A. Davenport of Greenfield failed to persuade the Senate to substitute for an adverse committee report his bill giving local governments the right to determine the bonds of city and town treasurers and collectors of taxes.

On motion of Senator John S. Sullivan of Worcester the Senate admitted for consideration a bill providing that the city of Worcester be authorized to remove snow from private ways so that they shall be passable for fire department apparatus or in other emergencies. The bill was referred to the committee on cities.

The Massachusetts House of Representatives adopted yesterday, by a vote of 100 to 30, resolutions memorializing Congress in favor of the immediate cash payment of the adjusted service certificates of World War veterans. Representative Albert F. Bigelow of Brookline opposed the resolutions.

By an almost unanimous vote the House accepted an adverse committee report on a bill enabling municipalities to establish and maintain universities.

The bills making June 17 a legal holiday in Suffolk county and authorizing cities and towns to appropriate money for unemployment relief in co-operation with the federal government, were passed to be enacted.

The bill, based on the request of Governor Curley, for the creation of a Merrimack river authority was referred to the committee on rules.

First reading was given the bill providing that all of the cost of maintaining the state department of public utilities shall be borne by the state and also on the bill enabling the trustees of Mt. Holyoke College to hold property worth \$15,000,000. The existing limit is \$10,000,000.

Representative Joseph F. Cleary of Cambridge filed yesterday the bill of Arthur G. Rotch, Federal ERA administrator for Massachusetts, for the payment of workmen's compensation insurance by cities and towns to persons employed on municipal projects as federal emergency relief recipients.

These workers at present are entirely outside the scope of the workmen's compensation law.

Patterned after the Arch of Triumph in Paris, a war memorial to the men and women of Massachusetts who have participated in the wars of the United States would be erected on Boston Common at a cost of not more than \$485,000, under a bill filed yesterday with the Legislature by Senator Nicholson of Wareham and Representative Bowker of Brookline.

Changes in the liquor laws were opposed yesterday by the legislative committee on legal affairs which reported "leave to withdraw" on five petitions.

Representative Hyman Manevitch had asked that an excise tax be placed on the privilege of selling alcoholic beverages in private hotel rooms. John

B. Nordgren of Everett wanted the Legislature to authorize any person to brew beer without obtaining a license and wanted brewers prevented from using adulterants, preservatives or chemicals.

William F. Martin of the Massachusetts Retail Package Stores Association asked uniform opening and closing hours in retail liquor places.

The fifth petition rejected was that of Henry W. Jarvis of Needham which would prevent a husband or wife from being appointed guardian of his or her insane spouse.

The legislative committee an agriculture reported favorably the bill providing for the expenditure of \$12,000 for the construction and equipment of buildings at the Waltham field station of the Massachusetts State college.

Boston's finances are in a more precarious condition than in any year since the depression began and the city is threatened with a tax rate of \$42.60 this year, according to speakers yesterday before the legislative committee on municipal finance.

Richard D. Grant, Governor Curley's secretary, refused last night to take any notice of references made to him yesterday and the night before as "Governor Grant." The designation was first given him by Representative Edward P. Bacigalupo of Boston at a dinner and repeated at a public hearing by Representative John W. Lasell, Northbridge.

Clergymen and representatives of civic organizations protested at a hearing yesterday afternoon before the state alcoholic beverages control commission against any more liquor licenses being issued in Uphams Corner, Roslindale and Brighton.

Declaring banks do a real service as fiduciary agents, James B. Brown, representing the Massachusetts Bankers' association, opposed yesterday before the legislative legal affairs committee bills to forbid banks and trust companies from practice of law and from soliciting legal business. The banks in his association did not favor practicing law, he said, and had not been drawing wills. That statement was challenged, but Brown insisted that any banks in the organization who were carrying on that type of business were doing so without the consent of the bankers' association. A code of ethics of the body forbade such practice, he declared.

GAZETTE
Haverhill, Mass.

FEB 28 1935

RESIGNATION OF COLE ACCEPTED --CASSIDY READY

Governor Curley Will Name Him and He Will Accept Racing Post

BOSTON (AP)—Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told The Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The Governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the Governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World war and is at present senior surviving officer of the old division.

Cassidy Receptive to Nomination

PITTSFIELD (AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the Governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

TIMES
Gloucester, Mass.
FEB 28 1935

DOG RACING UNDER FIRE

The minute the Racing Commission decided on three communities in which dog racing was to be allowed, a loud howl of protest was heard. Methuen has a right to protest for it voted against dog racing, but why should South Boston and Cambridge which carelessly voted for it now protest when the racing commission grants dog racing license in their midst? Of course the whole state made a gigantic error when it voted to legalize dog racing. It did not know what it was voting about. Now that the prospect of actual dog racing dawns on the unfortunate communities where licenses are granted, these towns and cities as well as the whole state begin to realize the great mistake they made when they legalized dog racing. The same conclusion will be quickly reached when horse race gambling gets under way.

The Catholic priest who condemns dog racing with its attendant brutal training in his parish in Cambridge has our sympathy, yet what parish in the state would welcome this iniquity? It is doubtful if the racing commission could have made any selections which would not have been protested. Almost every community with moronic intelligence voted for dog racing, but almost every community would also protest volubly if the dog racing were to be done in its precincts. The legislature would wisely start a referendum revoking the right to run dog racing for gambling purposes. Dog racing is already doomed and the only discussion is whether it will die in two years or four.

The Cambridge clergyman may be a little harsh when he says that General Charles Cole placed dog racing in Cambridge because that city preferred James M. Curley for governor, but he is right when he says that dog racing is a menace to any community and its followers are of low mentality. In fact it would seem to require the intellect of the lowest type to enjoy the spectacle of hungry greyhounds deceitfully chasing an electric rabbit. Everybody who knows anything about dog racing knows that it is full of "deceits, chicanery and gambling", as this earnest Cambridge priest claims. It impoverishes any city in which it is situated. All these communities are vigorously fighting this imposition and any other three communities would also protest this nuisance. Friends of democracy have a task before them in defending the vote of the people last fall to allow legalized dog race gambling in this state. The morale of our Commonwealth was at a low ebb. It was lucky that the Ten Commandments did not come as a referendum on the ballot.

GAZETTE
Haverhill, Mass.

FEB 28 1935

RESIGNATION OF COLE ACCEPTED --CASSIDY READY

Governor Curley Will Name Him and He Will Accept Racing Post

BOSTON (AP)—Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told The Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The Governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the Governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World war and is at present senior surviving officer of the old division.

Cassidy Receptive to Nomination

PITTSFIELD (AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the Governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

TIMES
Gloucester, Mass.
FEB 28 1935

DOG RACING UNDER FIRE

The minute the Racing Commission decided on three communities in which dog racing was to be allowed, a loud howl of protest was heard. Methuen has a right to protest for it voted against dog racing, but why should South Boston and Cambridge which carelessly voted for it now protest when the racing commission grants dog racing license in their midst? Of course the whole state made a gigantic error when it voted to legalize dog racing. It did not know what it was voting about. Now that the prospect of actual dog racing dawns on the unfortunate communities where licenses are granted, these towns and cities as well as the whole state begin to realize the great mistake they made when they legalized dog racing. The same conclusion will be quickly reached when horse race gambling gets under way.

The Catholic priest who condemns dog racing with its attendant brutal training in his parish in Cambridge has our sympathy, yet what parish in the state would welcome this iniquity? It is doubtful if the racing commission could have made any selections which would not have been protested. Almost every community with moronic intelligence voted for dog racing, but almost every community would also protest volubly if the dog racing were to be done in its precincts. The legislature would wisely start a referendum revoking the right to run dog racing for gambling purposes. Dog racing is already doomed and the only discussion is whether it will die in two years or four.

The Cambridge clergyman may be a little harsh when he says that General Charles Cole placed dog racing in Cambridge because that city preferred James M. Curley for governor, but he is right when he says that dog racing is a menace to any community and its followers are of low mentality. In fact it would seem to require the intellect of the lowest type to enjoy the spectacle of hungry greyhounds deceitfully chasing an electric rabbit. Everybody who knows anything about dog racing knows that it is full of "deceits, chicanery and gambling", as this earnest Cambridge priest claims. It impoverishes any city in which it is situated. All these communities are vigorously fighting this imposition and any other three communities would also protest this nuisance. Friends of democracy have a task before them in defending the vote of the people last fall to allow legalized dog race gambling in this state. The morale of our Commonwealth was at a low ebb. It was lucky that the Ten Commandments did not come as a referendum on the ballot.

NEWS
Milford, Mass.
FEB 28 1935

CURLEY TO NAME FORMER SEN. CASSIDY TO SUCCEED COLE AS HEAD OF RACING COMMISSION

SUN
Attleboro, Mass.
FEB 28 1935

Cassidy, Lawyer, Succeeds Cole on Racing Commission

Boston, Feb. 28 — (AP) — Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts Racing Commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the Racing Commission had been dismissed by direct orders of Curley without a hearing; that a man without sec-

(Concluded on Page 2, Col. 2)

notice had been served that all appointments to the Racing Commission staff would be filed by an assistant secretary of Curley.

Cole was appointed by former Governor Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the democratic primary by Curley.

Thomas Cassidy is Leading Trial Lawyer

Pittsfield, Feb. 28 (AP) — Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter and that law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

NAME WILL BE SUBMITTED TO COUNCIL MAR. 13

Declares Commission Should
Live Up to Spirit and
Letter of Law.

GENERAL RESIGNS AS HEAD OF BOARD

Gives As One of Reasons
Discharge of Medway
Resident.

Boston, Feb. 28—Resignation of Gen. Charles H. Cole as chairman of the State Racing commission was followed today by announcement of Gov. James M. Curley from West Palm Beach, Fla., that he will appoint former Sen. Thomas F. Cassidy, 59, of Cheshire. Cassidy's name will be submitted to the executive council March 13.

Outlining his policy "as a citizen," Cassidy at Pittsfield said the commission should live up to the spirit and letter of the racing law, that no license for dog racing should be granted until the location of the track was viewed and determined not to disturb the peace of homes, hospitals and other institutions.

Cole, who was appointed by Gov. Joseph B. Ely and who received the endorsement of the Democratic convention for the governorship, only to be defeated in the primaries by Curley, said he mailed the following statement to the governor:

"Lawrence J. Bresnahan, assistant

Continued on Page 4

GAZETTE
Haverhill, Mass.

FEB 28 1935

RESIGNATION OF COLE ACCEPTED --CASSIDY READY

Governor Curley Will Name Him and He Will Accept Racing Post

BOSTON (AP)—Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told The Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The Governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the Governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World war and is at present senior surviving officer of the old division.

Cassidy Receptive to Nomination

PITTSFIELD (AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the Governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

TIMES
Gloucester, Mass.
FEB 28 1935

DOG RACING UNDER FIRE

The minute the Racing Commission decided on three communities in which dog racing was to be allowed, a loud howl of protest was heard. Methuen has a right to protest for it voted against dog racing, but why should South Boston and Cambridge which carelessly voted for it now protest when the racing commission grants dog racing license in their midst? Of course the whole state made a gigantic error when it voted to legalize dog racing. It did not know what it was voting about. Now that the prospect of actual dog racing dawns on the unfortunate communities where licenses are granted, these towns and cities as well as the whole state begin to realize the great mistake they made when they legalized dog racing. The same conclusion will be quickly reached when horse race gambling gets under way.

The Catholic priest who condemns dog racing with its attendant brutal training in his parish in Cambridge has our sympathy, yet what parish in the state would welcome this iniquity? It is doubtful if the racing commission could have made any selections which would not have been protested. Almost every community with moronic intelligence voted for dog racing, but almost every community would also protest volubly if the dog racing were to be done in its precincts. The legislature would wisely start a referendum revoking the right to run dog racing for gambling purposes. Dog racing is already doomed and the only discussion is whether it will die in two years or four.

The Cambridge clergyman may be a little harsh when he says that General Charles Cole placed dog racing in Cambridge because that city preferred James M. Curley for governor, but he is right when he says that dog racing is a menace to any community and its followers are of low mentality. In fact it would seem to require the intellect of the lowest type to enjoy the spectacle of hungry greyhounds deceitfully chasing an electric rabbit. Everybody who knows anything about dog racing knows that it is full of "deceits, chicanery and gambling", as this earnest Cambridge priest claims. It impoverishes any city in which it is situated. All these communities are vigorously fighting this imposition and any other three communities would also protest this nuisance. Friends of democracy have a task before them in defending the vote of the people last fall to allow legalized dog race gambling in this state. The morale of our Commonwealth was at a low ebb. It was lucky that the Ten Commandments did not come as a referendum on the ballot.

CURLEY TO NAME FOR CASSIDY TO SUCCEED HEAD OF RACING COMMISSION

SUN
Attleboro, Mass.

Succeeds on R Cassidy will Succeed Cole On Race Board

(Continued from Page One)
retarial or office experience was named to succeed him, and that notice had been served that all appointments to the Racing Commission staff would be filed by an assistant secretary of Curley.
Cole was appointed by former Governor Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the democratic primary by Curley.
Cole commanded a brigade of the 26th (Yankee) division in France during the world war and is at present senior surviving officer of the old division.

Thomas Cassidy is Leading Trial Lawyer

Pittsfield, Feb. 28 (A) —Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter and that law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

Milford Notes

Thursday, February 28, 1935
Entered at the Milford, (Mass.)
Postoffice as second class
Address all communications to The
Milford Daily News, Milford, Mass.

Telephone: Business Office 570
Reporter's Room 530
Telephone: 50 cents per month
Entered at the Milford, (Mass.)
Postoffice as second class
Address all communications to The
Milford Daily News, Milford, Mass.

Continued from Page 1.

secretary of the state racing commission, was dismissed by this commission Feb. 23, 1935, by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission would be filed through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the state racing commission to take effect at your convenience but in any event on March 12, 1935."

Mr. Bresnahan is a well known resident of Medway.

A meeting was held last night in Eagles hall, 139 Merrimack street, of the committee in charge of the class initiation to be held by Haverhill Aerie of Eagles, Sunday afternoon, March 24, in honor of Gov. James M. Curley, who has been a member of the order for the past 25 years.

A letter was received from the governor's secretary announcing that Governor Curley will be present here on that day unless some important business demands his attention.

Sixteen candidates have been referred to the investigating committee and this class is expected to be the largest ever initiated by Haverhill aerie. President Michael J. Wrenn, of the local aerie, has written to the Grand aerie asking that Frank E. Herring be sent here on that day as a guest and speaker. Mr. Herring is known as an orator and is editor of the Eagles magazine.

This will be the last class initiation under the special fee. The committee on entertainment for the day announces it has a surprise in store for the members.

Press Clipping Service
2 Park Square
BOSTON MASS.

TIMES
Gloucester, Mass.
FEB 28 1935

DOG RACING UNDER FIRE

The minute the Racing Commission decided on three communities in which dog racing was to be allowed, a loud howl of protest was heard. Methuen has a right to protest for it voted against dog racing, but why should South Boston and Cambridge which carelessly voted for it now protest when the racing commission grants dog racing license in their midst? Of course the whole state made a gigantic error when it voted to legalize dog racing. It did not know what it was voting about. Now that the prospect of actual dog racing dawns on the unfortunate communities where licenses are granted, these towns and cities as well as the whole state begin to realize the great mistake they made when they legalized dog racing. The same conclusion will be quickly reached when horse race gambling gets under way.

The Catholic priest who condemns dog racing with its attendant brutal training in his parish in Cambridge has our sympathy, yet what parish in the state would welcome this iniquity? It is doubtful if the racing commission could have made any selections which would not have been protested. Almost every community with moronic intelligence voted for dog racing, but almost every community would also protest volubly if the dog racing were to be done in its precincts. The legislature would wisely start a referendum revoking the right to run dog racing for gambling purposes. Dog racing is already doomed and the only discussion is whether it will die in two years or four.

The Cambridge clergyman may be a little harsh when he says that General Charles Cole placed dog racing in Cambridge because that city preferred James M. Curley for governor, but he is right when he says that dog racing is a menace to any community and its followers are of low mentality. In fact it would seem to require the intellect of the lowest type to enjoy the spectacle of hungry greyhounds deceitfully chasing an electric rabbit. Everybody who knows anything about dog racing knows that it is full of "deceits, chicanery and gambling", as this earnest Cambridge priest claims. It impoverishes any city in which it is situated. All these communities are vigorously fighting this imposition and any other three communities would also protest this nuisance. Friends of democracy have a task before them in defending the vote of the people last fall to allow legalized dog race gambling in this state. The morale of our Commonwealth was at a low ebb. It was lucky that the Ten Commandments did not come as a referendum on the ballot.

Press Clipping Service
2 Park Square
BOSTON MASS.

ITEM
Clinton, Mass.

FEB 28 1935

CASSIDY IS APPOINTED TO SUCCEED GEN. COLE ON RACE COMMISSION

NEWS
Southbridge, Mass.

FEB 28 1935

CASSIDY NAMED TO HEAD RACING BODY

Former State Senator
Will Fill Cole's Post,
Curley Announces

By United Press
BOSTON, Feb. 28—Former State Senator Thomas F. Cassidy of Pittsfield will be appointed chairman of the State Racing commission to succeed Gen. Charles H. Cole, who resigned last night, Gov. James M. Curley announced early today in a phone call from Florida.

The Governor said he would accept Cole's resignation immediately.

Cassidy, a resident of Cheshire, served in the State Senate in 1906 and 1907. He has been an attorney in Pittsfield for more than 35 years. He is 59.

In his letter of resignation, mailed to the Governor, in Miami, Fla., last night, Cole gave as his principal reason for resignation the dismissal of Lawrence J. Bresnahan as assistant secretary "by your direct order."

Square Deal for All
Promised by Cassidy

By United Press

Prominent Democrat is Named Chairman
Today; Announces He Will Not
Tolerate Cruelty to Dogs

WAS CAMPAIGN WORKER FOR GOV. CURLEY

Pittsfield, Feb. 28—Cruelty in training racing greyhounds will not be tolerated and public hearings will be held before dog track licenses are granted, today declared Atty. Thomas F. Cassidy, 59 year old newly appointed chairman of the State Racing commission. Cassidy, a prominent Democrat, former state senator and campaign worker for Gov. James M. Curley during the last state campaign, said his appointment to replace Gen. Charles H. Cole, who resigned, was unsolicited.

He served notice that present statutes against cruelty to animals would be invoked if there was any evidence of mistreatment of the racing greyhounds during training.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Quincy, Mass.

FEB 28 1935

redemption after the seventh year it gains in value at the rate of \$2 every six months. The bonds will be redeemed for cash at the owners' request after 60 days.

Curley To Give Cassidy Place Resigned By Cole

Boston (UP) — Former Senator Thomas F. Cassidy of Pittsfield will be appointed chairman of the state racing commission to succeed Gen. Charles H. Cole, who resigned last night, Gov. Curley announced early today in a telephone call from Florida.

The governor said he would accept Cole's resignation immediately.

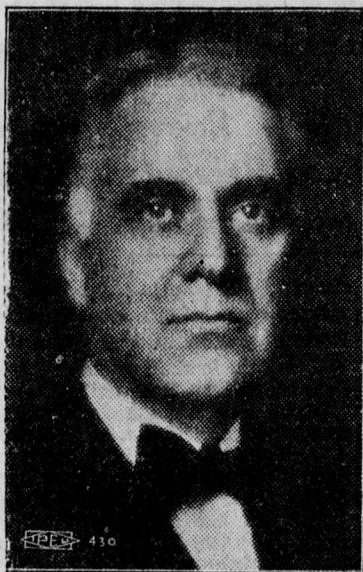
Cassidy has been a practicing attorney in Pittsfield more than 35 years. He is 59.

Press Clipping Service
2 Park Square
BOSTON MASS.

ENTERPRISE
Brockton, Mass.

FEB 28 1935

Charles H. Cole.



Resigns as Race Board Chairman.

CASSIDY WILL GET COLE POST

Chairman Resigns His Racing Board Job.

BOSTON, Feb. 28.—(UP)—Former Sen. Thomas F. Cassidy of Pittsfield will be appointed chairman of the State racing commission to succeed Gen. Charles H. Cole, who resigned last night, Gov. Curley announced early to-day in a telephone call from Florida.

The governor said he would accept Cole's resignation immediately. Cassidy, a resident of Cheshire, served in the State Senate in 1906 and 1907. He has been a practicing attorney in Pittsfield for more than 35 years. He is 59.

In his letter of resignation mailed to the governor at Miami, Fla., Cole gave as principal reason for his leaving the position the dismissal of Lawrence J. Bresnahan as assistant secretary of the commission "by your direct orders."

"I voted against his (Bresnahan's) discharge," the letter read, "but was out-voted by the two other members of the commission."

"Again Wednesday by your direct order a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative."

Cole said the discharge of Bresnahan was "most unfair," as he was not given a hearing and no charges were preferred against him. Cornelius (Tubber) Cronin was elected to succeed Bresnahan.

"Also Wednesday, we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission staff would be filled through Mr. Kane and not by the commission," Cole's letter continued. "This violates every principle of business and executive work. It means responsibility but no authority."

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Milford, Mass.

FEB 28 1935

CURLEY ANNOUNCES RATE REDUCTIONS

Total for Western Massachusetts Group is \$135,000 Through Agreement Reached by Special Committee.

Boston, Feb. 27—Gov. Curley's office yesterday afternoon made public a summary of the rate reductions brought into effect by the special committee, appointed in part by the Governor and in part by the power companies.

The New England Power group, including the Massachusetts Utilities Association and Fitchburg, has a reduction of \$837,500. Other reductions are: Stone and Webster group, \$116,100; Easton Edison, \$772,000; Associated Gas and Electric group, \$176,000; Charlestown (Consolidated Gas of Boston) \$12,500; Manchester, \$1000; Nantucket, \$10,000; Western Massachusetts group, \$135,000; Lynn, \$40,000. This makes the total summary of reductions \$2,103,100.

From this total there should be deducted, as far as the result of the work of the special committee is concerned, \$78,000 of which \$65,000 credited to Lowell and \$13,000 credited to Athol had previously been allowed. This brings the net summary of reductions to \$2,025,100.

Press Clipping Service
2 Park Square
BOSTON MASS.

ITEM
Clinton, Mass.

FEB 28 1935

CASSIDY IS APPOINTED TO SUCCEED GEN. COLE ON RACE COMMISSION

NEWS
Southbridge, Mass.

FEB 28 1935

day.

CASSIDY NAMED TO HEAD RACING BODY

**Former State Senator
Will Fill Cole's Post,
Curley Announces**

By United Press

BOSTON, Feb. 28—Former State Senator Thomas F. Cassidy of Pittsfield will be appointed chairman of the State Racing commission to succeed Gen. Charles H. Cole, who resigned last night, Gov. James M. Curley announced early today in a phone call from Florida.

The Governor said he would accept Cole's resignation immediately.

Cassidy, a resident of Cheshire, served in the State Senate in 1906 and 1907. He has been an attorney in Pittsfield for more than 35 years. He is 59.

In his letter of resignation, mailed to the Governor, in Miami, Fla., last night, Cole gave as his principal reason for resignation the dismissal of Lawrence J. Bresnahan as assistant secretary "by your direct order."

Square Deal for All Promised by Cassidy

By United Press

PITTSFIELD, Feb. 28 — A square deal for everyone during his administration as chairman of State Racing commission was promised today by Thomas F. Cassidy.

"I can only state my broad and open views in regard to dog racing," Cassidy said.

"I believe the spirit as well as the letter of the law should be observed. When an application has been filed, I think the commission should visit the locus named in the petition. A notice should be inserted in the local newspapers for a hearing to give those objecting an equal opportunity with proponents of the petition."

**Prominent Democrat is Named Chairman
Today; Announces He Will Not
Tolerate Cruelty to Dogs**

WAS CAMPAIGN WORKER FOR GOV. CURLEY

Pittsfield, Feb. 28—Cruelty in training racing greyhounds will not be tolerated and public hearings will be held before dog track licenses are granted, today declared Atty. Thomas F. Cassidy, 59 year old newly appointed chairman of the State Racing commission. Cassidy, a prominent Democrat, former state senator and campaign worker for Gov. James M. Curley during the last state campaign, said his appointment to replace Gen. Charles H. Cole, who resigned, was unsolicited.

He served notice that present statutes against cruelty to animals would be invoked if there was any evidence of mistreatment of the racing greyhounds during training.

SENTINEL
Fitchburg, Mass.

FEB 28 1935

Curley Will Name Cassidy In Cole's Place

BOSTON, Feb. 28 (P)—Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the governor last night, gave three reasons for so doing. He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former

Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World war and is at present senior surviving officer of the old division.

PITTSFIELD, Feb. 28 (P) — Thomas F. Cassidy, one of Berkshire county's prominent trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Cassidy said he had not heard from the governor. Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

TELEGRAM
Worcester, Mass.

FEB 28 1935

Lasell Calls Grant "Gov."

By Telegram State House Reporter

BOSTON, Feb. 27.—The title of "Governor" was handed satirically to Richard D. Grant, secretary to Governor Curley, today by Rep. John W. Lasell of Northbridge during a hearing before the committee on public welfare while the Governor's penal recommendations were under discussion.

Representative Lasell asked Arthur T. Lyman, commissioner of correction, if he were representing the Governor. The commissioner said he was not.

"Do you know whether Governor Grant will be here this morning?" Representative Lasell asked. Mr. Lyman pleaded complete ignorance of "Governor" Grant's plans.

Commissioner Lyman said there are no facilities for classification of prisoners at Norfolk. He said the Governor was primarily interested in separating first offenders from hardened criminals.

POST
Worcester, Mass.

FEB 28 1935

Thomas F. Cassidy To Be Appointed To Succeed Cole

General Gives Three Reasons for Resigning From Racing Board

BOSTON, Feb. 28 (P) — Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

"That's All"

The Governor, asked for a statement, answered: "That's all there is to say."

Gen. Cole, who mailed his resignation to the Governor last night, gave three reasons for so doing.

He complained that an assistant

Continued on Page Two
probably would accept the post.

General Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the Governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

FEB 28 1935

Ely, Back From Florida Trip, Refers to Curley's 'Good Time'

Former Governor Makes No Comment Further, However, on Wholesale Ousting of His Appointees— Watched Dog Races at Miami But Declines to State Reactions — Admits Having "Fine Vacation"

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Westfield, Mass.
FEB 28 1935

Parker.

Has Reappointed Dr Hildreth Medical Examiner, Curley Says

Governor, in Letter to Local Party, Writes That Westfield Physician Has Been Renamed to Post Held by Him for 21 Years—Appointment Will Probably Reach Executive Council at Next Week's Session—First Sent in Name of Dr Toombs, Then Withdrew It

Dr Robert D. Hildreth of Holland avenue has been reappointed associate medical examiner of the 4th Hampden district, to quote from a letter written by Gov James M. Curley shortly prior to his leaving for a trip to Washington and Florida, which was received by a local party interested in the outcome of this contest this week.

The reappointment of Dr Hildreth will not be made public from the governor's office, it is assumed, until the executive council meets next week, when the local doctor's name will be submitted to that body for confirmation. With Gov Curley now on a reported trip to Mexico, D. F., and two members of the council on southern vacation jaunts, this week's session of the council was omitted.

At last week's meeting the governor submitted the appointment of Dr Her-

bert R. Toombs of this city as associate medical examiner, then withdrew the name without explanation of his action before it came up on the council calendar. A group of local doctors had been working in the interests of Dr Hildreth's reappointment since his term expired earlier in the year.

Dr Hildreth, an enrolled Republican, has held the post for 21 years. Dr Toombs, who has practiced in this city for several years, is stated to be an enrolled Democrat. The Westfield Medical society, as well as Senator Harry B. Putnam and Representative John J. Murphy, favored Dr Hildreth's reappointment. The term of office of medical examiner is for four years. The local district includes not only Westfield, but also Blandford, Chester, Montgomery, Granville, Russell, Southwick and Tolland.

Former Gov Joseph B. Ely, bronzed by a hot Florida sun, returned with Mrs Ely to their Broad-street home last night after a few weeks' vacation spent in Miami and St Petersburg. Much rested from the heavy cares of the governor's office he readily admitted having "a fine vacation."

They had excellent weather throughout their stay in the Peninsula state, he said, with the mercury getting up to about 85 on Tuesday, the day they left St Petersburg, this being the hottest weather they experienced. Less than 36 hours later on their arrival here they were facing chilling blasts many degrees below freezing, while deep snow banks on all sides caused them to wish they had remained a little longer in the southland.

The former governor, when informed of the great stir created throughout the commonwealth by the dog racing situation, with apparently no community wanting a track in its midst, said, "Well, I didn't think they would." He spoke of watching the dog races one night at Miami but declined to comment publicly as to his reactions on the sport.

The State House situation, which in the past few weeks has seen Gov Curley oust many Ely appointees, such men as Boston's Police Commissioner Joseph J. Leonard, Registrar of Motor Vehicles Morgan T. Ryan, Thomas Ray, secretary to Edgar L. Gillett, new commissioner of agriculture, among others, led the former governor to say solely, "I see 'Jim' has been having a good time." Further than that, he again would make no comment.

During his stay at Miami, Mr Ely was visited by his old friend, former Gov Alfred E. Smith of New York, and with Mrs Smith and Mrs Ely, they were guests of Col E. R. Bradley, famed racing stable owner whose Derby winners have been numerous, one afternoon at the races at Hialeah park. The former governor got in several rounds of golf at Miami and St Petersburg, playing in the latter city with Frederick L. Parker of this city, who with Mrs Parker, is now vacationing in the Sunshine city.

Mr Ely said last night he had learned that DeWitt C. DeWolf of Chester, state commissioners of labor and industries, who served the governor four years as executive secretary, is again seriously ill after recovering to some extent from an illness which struck him down shortly after being appointed to his new post.

Press Clipping Service
2 Park Square
BOSTON MASS.

SENTINEL
Fitchburg, Mass.

FEB 28 1935

Curley Will Name Cassidy In Cole's Place

BOSTON, Feb. 28 (P)—Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the governor last night, gave three reasons for so doing. He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former

Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World war and is at present senior surviving officer of the old division.

PITTSFIELD, Feb. 28 (P) — Thomas F. Cassidy, one of Berkshire county's prominent trial lawyers, said today when informed Gov. James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

Cassidy said he had not heard from the governor. Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

TELEGRAM
Worcester, Mass.

FEB 28 1935

Lasell Calls Grant "Gov."

By Telegram State House Reporter
BOSTON, Feb. 27.—The title of "Governor" was handed satirically to Richard D. Grant, secretary to Governor Curley, today by Rep. John W. Lasell of Northbridge during a hearing before the committee on public welfare while the Governor's penal recommendations were under discussion.

Representative Lasell asked Arthur T. Lyman, commissioner of correction, if he were representing the Governor. The commissioner said he was not.

"Do you know whether Governor Grant will be here this morning?" Representative Lasell asked. Mr. Lyman pleaded complete ignorance of "Governor" Grant's plans.

Commissioner Lyman said there are no facilities for classification of prisoners at Norfolk. He said the Governor was primarily interested in separating first offenders from hardened criminals.

Fresh Fowl
Pork Loins
Spring Lamb Fores
Spring Lamb Legs
Fresh Veal Legs
CURED
SUGAR
SWIFT'S PREMIUM
WRAPPED IN WAX PAPER
CARAMELS
ASSORTED
FRESH FROM THE KETTLE
PEANUTS—1 lb.
SALTED JUMBO
2 lb. pkgs.
Ginger Snaps
Saltines, Soda Crackers and
CRACKERS
2 lb. pkgs.
OYSTERS

TO BE APPOINTED TO SUCCEED COLE

CONTINUED FROM PAGE ONE

secretary of the Racing Commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the Racing Commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) Division in France during the World War and is at present senior surviving officer of the old division.

PITTSFIELD, Feb. 28 (P)—Thomas F. Cassidy, one of Berkshire County's leading trial lawyers, said today when informed Governor James M. Curley indicated he would name him to head the State Racing Commission, that he probably would accept the post.

General Charles H. Cole last night tendered his resignation as chairman of the commission, and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the Governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Westfield, Mass.

FEB 28 1935

Ely, Back From Florida Trip, Refers to Curley's 'Good Time'

Former Governor Makes No Comment Further, However, on Wholesale Ousting of His Appointees—
Watched Dog Races at Miami But Declines to
State Reactions — Admits Having "Fine Vacation"

Former Gov Joseph B. Ely, bronzed by a hot Florida sun, returned with Mrs Ely to their Broad-street home last night after a few weeks' vacation spent in Miami and St Petersburg. Much rested from the heavy cares of the governor's office he readily admitted having "a fine vacation." They had excellent weather throughout their stay in the Peninsula state, to about 85 on Tuesday, the day they left St Petersburg, this being the hottest weather they experienced. Less than 36 hours later on their arrival here they were facing chilling blasts many degrees below freezing, while deep snow banks on all sides caused them to wish in they had remained a little longer in the southland.

The former governor, when informed of the great stir created throughout the commonwealth by the dog racing situation, with apparently no community wanting a track in its midst, said, "Well, I didn't think it would." He spoke one night at watching the dog races at Miami but declined to comment publicly as to his reactions on the sport.

The State House situation, which in the past few weeks has seen Gov Curley oust many appointees, such as Boston's Police Commissioner Joseph J. Leonard, Registrar of Motor Vehicles Morgan T. Ryan, Thomas Ray, secretary to Edgar L. Gillett, among others, led the former governor to say solely, "I see 'Jim' has been having a good time." Further than that, he again would make no comment.

During his stay at Miami, Mr Ely was visited by his old friend, former Gov Alfred E. Smith of New York, and with Mrs Smith and Mrs Ely, they were guests of Col E. R. Bradley, famed racing stable owner whose Derby winners have been numerous one afternoon at the races at Hialeah park. The former governor got in several rounds of golf at Miami and St Petersburg, playing in the latter city with Frederick L. Parker of this city, who with Mrs Parker, is now vacationing in the Sunshine city.

Mr Ely said last night he had learned that DeWitt C. DeWolf of Chester, state commissioners of labor and industries, who served the governor four years as executive secretary, is again seriously ill after recovering to some extent from an illness which struck him down shortly after being appointed to his new post.

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD
Westfield, Mass.

FEB 28 1935

Has Reappointed Dr Hildreth Medical Examiner, Curley Says

Governor, in Letter to Local Party, Writes That
Westfield Physician Has Been Renamed to Post
Held by Him for 21 Years—Appointment Will
Probably Reach Executive Council at Next
Week's Session — First Sent in Name of
Dr Toombs, Then Withdrew It

Dr Robert D. Hildreth of Holland avenue has been reappointed associate medical examiner of the 4th Hampden district, to quote from a letter written by Gov James M. Curley shortly prior to his leaving for a trip to Washington and Florida, which was received by a local party interested in the outcome of this contest this week.

The reappointment of Dr Hildreth will not be made public from the governor's office, it is assumed, until the executive council meets next week, when the local doctor's name will be submitted to that body for confirmation. With Gov Curley now on a reported trip to Mexico, D. F., and two members of the council on southern vacation jaunts, this week's session of the council was omitted.

At last week's meeting the governor submitted the appointment of Dr Herbert R. Toombs of this city as associate medical examiner, then withdrew the name without explanation of his action before it came up on the council calendar. A group of local doctors had been working in the interests of Dr Hildreth's reappointment since his term expired earlier in the year.

Dr Hildreth, an enrolled Republican, has held the post for 21 years. Dr Toombs, who has practiced in this city for several years, is stated to be an enrolled Democrat. The Westfield Medical society, as well as Senator Harry B. Putnam and Representative John J. Murphy, favored Dr Hildreth's reappointment. The term of office of the medical examiner is for four years. The local district includes not only Westfield, but also Blandford, Chester, Montgomery, Granville, Russell, Southwick and Tolland.

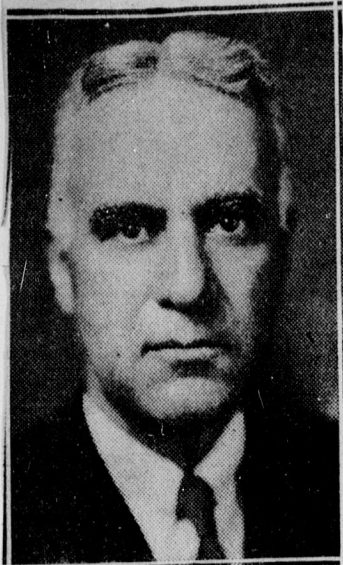
TELEGRAM
Worcester, Mass.

GAZETTE
Worcester, Mass.

FEB 28 1935

FEB 28 1935

Resigns



GENERAL COLE

COLE RESIGNS RACING BOARD 'CHAIRMANSHIP

Letter to Curley Claims
Orders Are Unfair to
Commission

ACTION NO SURPRISE

Cites Bresnahan Ousting,
Hiring of 'Inexperienced'
Man For Post

By CLINTON P. ROWE

Telegram State House Reporter

BOSTON, Feb. 27. — Mailing his resignation to Governor Curley tonight, Chairman Charles H. Cole of the racing commission, accompanied this long expected act with charges that the executive secretary of the racing commission, fired on order of the Governor, had been replaced by a man not fitted for the job and that notice had been served on the commission that clerical appointments would be made in the future through an assistant secretary of the Governor.

The resignation of Chairman Cole while not unexpected served to add to the already jumbled racing situation in which bitter charges have been hurled by one source or another and the fate of dog racing is back in the hands of the Legislature through a bill which has been filed for its repeal.

When Governor Curley ordered Lawrence Bresnahan removed as executive secretary of the racing commission several days ago, Chairman Cole, indorsed by the Democratic pre-primary convention in Worcester for Governor over Curley although later defeated at the primaries, said he would resign if Bresnahan left the commission.

Outvoted 2 to 1

Refusing flatly to consent to the Bresnahan removal, Cole was out-

Continued on Page Eighteen

with a report from Washington that the incumbent of a postmastership cannot take an examination, it was figured tonight that this would give Walsh a chance to concentrate on Cole's appointment. If this move were successful it would be looked upon as a sweet bit of strategy and reprisal against Governor Curley.

It could hardly be doubted that the political developments of Cole's resignation which came without any charges against him might be far reaching and varied. To many it indicated a continuance of the patronage battle between the Governor and Walsh along lines not yet approached in bitterness and intensity.

Leaving office, Cole does so with his statement still ringing that Governor Curley approved granting a dog racing permit for Cambridge, one of the three places from which there has been a rising storm of protest over the granting of such licenses.

Cole mailed the following statement to the Governor:

"Lawrence J. Bresnahan, assistant secretary of the state racing commission, was dismissed by this commission Feb. 23, 1935, by your direct order. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the State Racing commission to take effect at your convenience but in any event on March 12, 1935."

To Be Appointed



Photo (c) International Newsreel

Thomas F. Cassidy of Cheshire, former State Senator, shown above, is slated to be the new chairman of the State Racing commission succeeding Gen. Charles H. Cole, who resigned. Governor Curley, now at West Palm Beach, Fla., announced he would appoint Cassidy to the position and send his name to the executive council March 13.

CASSIDY IS LIKELY STATE RACING HEAD

Governor Announces He Will
Name Cheshire Man
to Office

BOSTON, Feb. 28 (INS)—Resignation of Gen. Charles H. Cole as chairman of the state racing commission was followed today by announcement of Gov. James M. Curley from West Palm Beach, Fla., where he is vacationing, that he will appoint former Sen. Thomas F. Cassidy, 59, of Cheshire, as his successor. Cassidy's name, Governor Curley said, will be submitted to the executive council March 13.

General Cole, unsuccessful gubernatorial Democratic primary candidate against Governor Curley, tendered his resignation in a letter to the Governor in which he criticized the chief executive's action in ordering all appointments to the racing commission staff be made through the Governor's employment office. Cole said it "violates every principle of business and executive work."

The racing commission chairman was particularly incensed over the removal of Lawrence J. Bresnahan as secretary of the commission, at the direction of the Governor, and his replacement by Cornelius "Tubber" Cronin.

Cole had torn up Bresnahan's resignation, but his two associate commissioners, Charles F. Con-

(Continued on Page Three)

FEB 28 1935

Gen. Cole Quits Racing Board As Curley Controls

Opposition to Dog Tracks Expressed by Heads of Many Communities

PITTSFIELD—(A P)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. Curley indicated he would name him to head the state racing commission that he probably would accept the post.

BOSTON (AP)—Gen. Charles H. Cole, chairman of the Massachusetts racing commission, last night mailed his resignation to Gov. James M. Curley.

Cole gave three reasons for resigning. He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the racing commission would be filled by an assistant secretary of Curley.

Cole, who was appointed by Gov. Joseph B. Ely and who received the indorsement of the Democratic convention for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the governor:—

"Lawrence J. Bresnahan, assistant secretary of the state racing commission was dismissed by this commission Feb. 23, 1935 by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting the negative.

"Also yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission would be filled through Mr. Kane and not by the commission. This violates every principle of the business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the state racing commission to take effect at your convenience but in any event on March 12, 1935."

James T. Purcell, Boston restaurant owner, left yesterday to join Gov. Curley at Palm Beach, Fla., and observers expected that Purcell might be named by Curley to succeed Cole.

There is no place in Greater Boston for dog racing, a poll of mayors and selectmen of 47 cities and towns last night revealed.

Asked whether the determination of Mayor Mansfield and Cambridge authorities to prevent the erection of licensed tracks in South Boston and Cambridge would cause them to offer a haven to the beleaguered promoters, almost to a man they responded in the negative.

The opinion most frequently expressed was, "If it isn't good enough for Boston, it isn't good enough for us."

So Dearfield M

FEB 28 1935

DELAYED ACTION

Governor Curley has tackled a problem that should have been acted upon years ago, when the textile industry first began to migrate to the South; before Manufacturers' Row grew to be a hundred miles long on the main route to the South. The Governor is nothing if not aggressive. He has rushed to Washington accompanied by several representatives of strong textile interests of New England, lined up the New England members of Congress and under his leadership demand is being made that something be done to save what is left of the New England textile industry.

Reports of liquidation of plants throughout this state and in Rhode Island are commonplace. These are plants that have been in some instances the major market for labor in communities; in others an appreciable proportion. Textile employees in mills in this section have dropped from a total in 1923 of 163,000 to 66,000 in 1933. Those that have continued in the industry have moved South. They were obliged to if they were to obtain work with which they were familiar. Naturally they were obliged to take a cut in wages. In addition to the lower cost of production down South the steady advance of Japan in the production of cotton textiles has carried it to the second largest factory industry in that country where hours of labor are far longer and pay materially less.

The situation has been developing for two or more decades and no one undertook to do anything about it that attracted any attention until the Governor gathered his cohorts and started something. Too bad it couldn't have been done 20 years ago.

He gave the Republican credit for a good job in controlling the city, which, he said, they had done since 1848.

Councilman Charles D. Scott said that in his 18 years in the council there has been nothing crooked and that responsibility for keeping the city clean could be credited to the 41-man council.

Councilman Roy G. A. Peterson said there was no need of a change, no need to give the citizens a chance to vote on the matter. He asked the committee to keep the matter in their own hands.

Councilman Harold R. Lundgren, the last speaker, had his remarks shortened by the committee, but he said if the question went on the ballot this fall he would do everything in his power to oppose it. He said a smaller group could be more easily controlled.

The session disbanded at 11:15 without a show of hands, which had been requested, because many of the audience had left its seats.

Candidacy is Hinted

**CASSIDY INDICATES HE
WOULD ACCEPT OFFICE**

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

Continued from Page One

Great Significance

Probably greater significance attaches to Cole's retirement than to any of the several that have been secured or forced by the Governor. A close friend of former Gov. Joseph B. Ely and Senator David I. Walsh, it was predicted tonight that the Cole resignation, or as some insist in effect another removal in the fierce sweep which the Governor has been making on department heads, will not pass unchallenged.

Other Ely appointees have felt the keen edge of the Curley backlash, but in no case has the thrust at Ely and Walsh, generally credited with engineering the Cole candidacy against Curley been more pronounced or more provocative of battle, many contended, than his one.

Already Cole has been mentioned as a possible candidate for the postmastership of Boston with speculation tending to the belief that Senator Walsh would be likely to support him for this post, although he had previously been said to favor Postmaster William E. Hurley over Peter F. Tague, the Governor's choice.

Leaving office, Cole does so with his statement still ringing that Governor Curley approved granting a dog racing permit for Cambridge, one of the three places from which there has been a rising storm of protest over the granting of such licenses.

Cole mailed the following statement to the Governor:

"Lawrence J. Bresnahan, assistant secretary of the state racing commission, was dismissed by this commission Feb. 23, 1935, by your direct order. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the State Racing commission to take effect at your convenience but in any event on March 2, 1935."

TELEGRAM
Worcester, Mass.

FEB 28 1935

"I don't know anything about Senate procedure, but I would like to talk it over with the Senator following this meeting, so I would be sure I wasn't in contempt."

There were more cheers.

Senator Pumphlett arose from his conference with Roosevelt from his Chair and said:

"I beg your indulgence for a moment. The committee will now go into executive session across the hall to see if we cannot straighten out this matter. I feel sure the hearing will be resumed in five minutes."



GEN

[illegible]

The committee members filed out.

Senator Langone was the first to reappear. He came in, lit a fresh cigar and took his place at the table alone. Rep. Edward J. Kelley came to the table and leaned over to talk with the senator.

Senator Langone said, in audible tones:

"I stand on my rights. I'm a member of the Massachusetts Senate and I stand on the court's side. I don't want to go down there. So, therefore, I won't go any further. This committee's been offered, for five years and it's time it stopped."

Representative Kelley left. An unidentified young man, in a dark overcoat, came up behind the table and leaned over the senator. The senator said:

"No, no. Go away. I don't want to remember anyone."

He shoved the young man away and was left alone at the table for several minutes before the rest of the committee filed in. As the committee arrived, Mr. Langone said: "It isn't my fault if my mother made me funny."

A man rose in the far corner of the hall and friends yanked him back to his seats. Yankee greeted every remark the senator tried to make, drowning the senator's tirades completely.

Hall Quieted

Mr. Stoddard came forward and raising his hand appeared for a quiet moment.

[illegible]

This is a dark, grainy, black and white photograph of a textured surface, possibly a book cover or endpaper. The image is heavily underexposed, showing a mottled pattern of dark and light gray tones. A vertical strip of lighter, more uniform material is visible along the right edge, suggesting a hinge or a different material section. The overall appearance is that of a low-quality scan or a very dark photograph.



Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 28 1935

Gen. Cole Quits Racing Board As Curley Controls

Opposition to Dog Tracks Expressed by Heads of Many Communities

PITTSFIELD—(A P)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Gov. Curley indicated he would name him to head the state racing commission that he probably would accept the post.

BOSTON (AP)—Gen. Charles H. Cole, chairman of the Massachusetts racing commission, last night mailed his resignation to Gov. James M. Curley.

Cole gave three reasons for resigning. He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the racing commission would be filled by an assistant secretary of Curley.

Cole, who was appointed by Gov. Joseph B. Ely and who received the indorsement of the Democratic convention for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the governor:—

"Lawrence J. Bresnahan, assistant secretary of the state racing commission was dismissed by this commission Feb. 23, 1935 by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting the negative.

"Also yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the racing commission would be filled through Mr. Kane and not by the commission. This violates every principle of the business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the state racing commission to take effect at your convenience but in any event on March 12, 1935."

James T. Purcell, Boston restaurant owner, left yesterday to join Gov. Curley at Palm Beach, Fla., and observers expected that Purcell might be named by Curley to succeed Cole.

There is no place in Greater Boston for dog racing, a poll of mayors and selectmen of 47 cities and towns last night revealed.

Asked whether the determination of Mayor Mansfield and Cambridge authorities to prevent the erection of licensed tracks in South Boston and Cambridge would cause them to offer a haven to the beleaguered promoters, almost to a man they responded in the negative.

The opinion most frequently expressed was, "If it isn't good enough for Boston, it isn't good enough for us."

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 28 1935

DELAYED ACTION

Governor Curley has tackled a problem that should have been acted upon years ago, when the textile industry first began to migrate to the South; before Manufacturers' Row grew to be a hundred miles long on the main route to the South. The Governor is nothing if not aggressive. He has rushed to Washington accompanied by several representatives of strong textile interests of New England, lined up the New England members of Congress and under his leadership demand is being made that something be done to save what is left of the New England textile industry.

Reports of liquidation of plants throughout this state and in Rhode Island are commonplace. These are plants that have been in some instances the major market for labor in communities; in others an appreciable proportion. Textile employees in mills in this section have dropped from a total in 1923 of 163,000 to 66,000 in 1933. Those that have continued in the industry have moved South. They were obliged to if they were to obtain work with which they were familiar. Naturally they were obliged to take a cut in wages. In addition to the lower cost of production down South the steady advance of Japan in the production of cotton textiles has carried it to the second largest factory industry in that country where hours of labor are far longer and pay materially less.

The situation has been developing for two or more decades and no one undertook to do anything about it that attracted any attention until the Governor gathered his cohorts and started something. Too bad it couldn't have been done 20 years ago.

FEB 28 1935

THOS. F. CASSIDY TO HEAD RACE BOARD

Former State Senator, Resident Of Cheshire, Is Curley's Choice

Slated to Succeed
General Cole as Head
Of State Race Board



ATTY THOMAS F. CASSIDY

ANNOUNCEMENT MADE SHORTLY AFTER GEN COLE RESIGNS POST

Retiring Official Resents Inter-
ference in Matter of
Appointments

Boston, Feb. 28.—Resignation of Gen. Charles H. Cole as chairman of the State Racing commission was followed today by announcement of Gov. James M. Curley from West Palm Beach, Fla., where he is vacationing, that he will appoint former Senator Thomas F. Cassidy, 59, of Cheshire, as his successor.

Cassidy's name, Gov. Curley said, will be submitted to the executive council at the regular meeting on March 13.

Gen. Cole, unsuccessful gubernatorial Democratic primary candidate against Gov. Curley, tendered his resignation in a letter to the governor in which he criticized the chief executive's action in ordering all appointments to the racing commission staff be made through the governor's employment office. Cole said it "violates every principle of business and executive work."

The racing commission chairman was particularly incensed over the removal of Lawrence J. Bresnahan as secretary of the commission, at the direction of the governor, and his replacement by Cornelius Cronin.

Cole had torn up Bresnahan's resignation, but his two associate commissioners, Charles F. Connors of Boston and William H. Ensign of Westfield had voted to remove him. By the same vote, they appointed Cronin as his successor.

Cronin, Cole said, was "a young man without secretarial or office experience."

It was understood that Gen. Cole may become a candidate for postmaster against Gov. Curley's choice, Peter F. Tague, former congressman. Cole, it was politically reported, might receive the backing of United States Senator David I. Walsh, Democrat, who supported Cole in the gubernatorial primary.

One angle of the racing situation was the continued piling up of protests against the granting by the commission of dog-racing licenses without public hearings. A "hitch" developed in the granting of a fifth license, to promoters intending to operate a track in West Springfield, following reports there was a tieup between the western promoters and persons interested in a dog track at Denison airport in Quincy.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 28 1935

EDITORIAL NOTES

Down in Washington they are wondering if Governor Curley has got his eyes on Marcus Coolidge's seat. In Washington they get queer notions some times and not all about the New Deal either.

Roadside zoos are being opposed before the state legislature on the ground that because a motorist fills the tank of his automobile at a roadside stand there is no call to fill up the tank of a mangy brown bear with sweetened water at champagne price.

Press Clipping
2 Park
BOSTON

GAZETTE
Northampton, Mass.

FEB 28 1935

CASSIDY NAMED TO RACE BOARD

Berkshire Lawyer Plans to Accept
Chairmanship, Re-
placing Cole

Pittsfield, Mass., Feb. 28.—(AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Governor James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

General Charles H. Cole last night tendered his resignation as chairman of the commission and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

Press Clipping Service
2 Park Square
BOSTON MASS.

ENTERPRISE
Leominster, Mass.

FEB 28 1935

COLE RESIGNS AS RACING COM. HEAD

Says Authority of His Of-
fice Has Been Re-
moved.

BOSTON, Feb. 28.—This time it is Gen. Charles H. Cole, chairman of the racing commission, that the official ax, figuratively speaking, has swung on in the campaign of ousters by Gov. James M. Curley. Gen. Cole mailed his resignation to Gov. Curley last night.

For some time it had been rumored that Gen. Cole might be in the discard before long, but it was not expected that the climax would result so soon. Gov. Curley, in reply to an assertion by Gen. Cole, that he would resign rather than "fire" Lawrence Bresnahan, executive secretary whom he had named on the racing commission after appointment, was quoted as saying that the resignation would be acceptable. The resignation further complicates matters in the troubled waters of the commission sea, and has created a lot of talk.

Gen. Cole was a candidate for the gubernatorial nomination at Worcester, but was defeated by Mr. Curley, who got the nomination and later the governorship of the state. Mr. Bresnahan was said to have been an ardent worker for Gen. Cole in his campaign.

Gen. Cole even hinted that Gov. Curley had been unfair to the commission. He refused flatly to "fire" Bresnahan, but he was out-voted by his colleagues and Bresnahan was dismissed from the commission Feb. 23, with notice of the same being sent to the Governor to that effect.

His resignation letter follows:

"Lawrence J. Bresnahan, assistant secretary of the state racing commission, was dismissed by this commission Feb. 23, 1935, by your direct order. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was out-voted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your Assistant Secretary Mr. Kane, director of employment,

that all appointments to the racing commission would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the State Racing commission to take effect at your convenience but in any event on March 12, 1935."

Gen. Cole is said to be now mentioned as a possible candidate for postmaster of Boston, as Gen. Cole is a "friend" of high politicians and a breach has widened between them and the Governor.

PITTSFIELD, Feb. 28 (AP)—Thomas F. Cassidy, one of the Berkshires lawyers, said today, when informed Gov. Curley had indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman and Gov. Curley, reached in Florida, where he is having a short vacation, said he would name Cassidy to the place.

Cassidy said he had not heard from Curley but added if he was chosen, "in all likelihood I shall accept."

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 28 1935

CASSIDY MAY SUCCEED COLE

Berkshire Lawyer Slated for
Racing Commission
Chairmanship

PITTSFIELD, Feb. 28 (AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Governor James M. Curley indicated he would name him to head the state racing commission that he probably would accept the post. General Charles H. Cole last night tendered his resignation as chairman of the commission and Governor Curley, reached in Florida where he is having a brief vacation said he would name Cassidy to the position. Cassidy said he had not heard from the governor but added that if he were chosen "in all likelihood I shall accept."

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 28 1935

EDITORIAL NOTES

Down in Washington they are wondering if Governor Curley has got his eyes on Marcus Coolidge's seat. In Washington they get queer notions some times and not all about the New Deal either.

Roadside zoos are being opposed before the state legislature on the ground that because a motorist fills the tank of his automobile at a roadside stand there is no call to fill up the tank of a mangy brown bear with sweetened water at champagne price.

Press Clipping
2 Park
BOSTON

GAZETTE
Northampton, Mass.

FEB 28 1935

CASSIDY NAMED TO RACE BOARD

Berkshire Lawyer Plans to Accept Chairmanship, Replacing Cole

Pittsfield, Mass., Feb. 28.—(AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Governor James M. Curley indicated he would name him to head the state racing commission, that he probably would accept the post.

General Charles H. Cole last night tendered his resignation as chairman of the commission and Governor Curley, reached in Florida where he is having a brief vacation, said he would name Cassidy to the position.

Cassidy said he had not heard from the governor, but added that if he were chosen "in all likelihood I shall accept."

Although he never has had direct contact with horse and dog racing, Cassidy has owned dogs and horses all his life and has definite ideas regarding them from a humane standpoint.

Informed today he might be named to the commission, the attorney said he believed the spirit as well as the letter of the law should be observed and that full publicity should be given to places seeking licenses and full opportunity for both sides to be heard.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Gardner, Mass.

FEB 28 1935

CASSIDY MAY SUCCEED COLE

Berkshire Lawyer Slated for Racing Commission Chairmanship

PITTSFIELD, Feb. 28 (AP)—Thomas F. Cassidy, one of Berkshire county's leading trial lawyers, said today when informed Governor Curley indicated he would name him to head the state racing commission that he probably would accept the post. General Charles H. Cole last night tendered his resignation as chairman of the commission and Governor Curley, reached in Florida where he is having a brief vacation said he would name Cassidy to the position. Cassidy said he had not heard from the governor but added that if he were chosen "in all likelihood I shall accept."

Press Clipping Service
2 Park Square
BOSTON MASS.

ENTERPRISE
Leominster, Mass.

FEB 28 1935

COLE RESIGNS AS RACING COM. HEAD

Says Authority of His Office Has Been Removed.

BOSTON, Feb. 28—This time it is Gen. Charles H. Cole, chairman of the racing commission, that the official ax, figuratively speaking, has swung on in the campaign of ousters by Gov. James M. Curley. Gen. Cole mailed his resignation to Gov. Curley last night.

For some time it had been rumored that Gen. Cole might be in the discard before long, but it was not expected that the climax would result so soon. Gov. Curley, in reply to an assertion by Gen. Cole, that he would resign rather than "fire" Lawrence Bresnahan, executive secretary whom he had named on the racing commission after appointment, was quoted as saying that the resignation would be acceptable. The resignation further complicates matters in the troubled waters of the commission sea, and has created a lot of talk.

Gen. Cole was a candidate for the gubernatorial nomination at Worcester, but was defeated by Mr. Curley, who got the nomination and later the governorship of the state. Mr. Bresnahan was said to have been an ardent worker for Gen. Cole in his campaign.

Gen. Cole even hinted that Gov. Curley had been unfair to the commission. He refused flatly to "fire" Bresnahan, but he was out-voted by his colleagues and Bresnahan was dismissed from the commission Feb. 23, with notice of the same being sent to the Governor to that effect.

His resignation letter follows:

"Lawrence J. Bresnahan, assistant secretary of the state racing commission, was dismissed by this commission Feb. 23, 1935, by your direct order. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was out-voted by the other two members of the commission.

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your Assistant Secretary Mr. Kane, director of employment, that all appointments to the racing commission would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the State Racing commission to take effect at your convenience but in any event on March 12, 1935."

Gen. Cole is said to be now mentioned as a possible candidate for postmaster of Boston, as Gen. Cole is a "friend" of high politicians and a breach has widened between them and the Governor.

PITTSFIELD, Feb. 28 (AP)—Thomas F. Cassidy, one of the Berkshires lawyers, said today, when informed Gov. Curley had indicated he would name him to head the state racing commission, that he probably would accept the post.

Gen. Charles H. Cole last night tendered his resignation as chairman and Gov. Curley, reached in Florida, where he is having a short vacation, said he would name Cassidy to the place.

Cassidy said he had not heard from Curley but added if he was chosen, "in all likelihood I shall accept."

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 28 1935

Gen Cole Resigns Racing Post; Charges Aids Hired and Fired In Spite of His Disapproval

UNION

Springfield, Mass.

FEB 28 1935

WESTFIELD BILL PASSED, SIGNED BY GOV. CURLEY

Makes Change in Election of
President of City Council
If Accepted by That
Body This Year.

WESTFIELD, Feb. 27—City Clerk J. Chambers Dewey received notification this morning from Secretary of State Frederic Cook of the final passage and approval by Gov. Curley of the bill introduced by Senator Harry B. Putnam, Chapter 16 of the Acts of 1935, which calls for a change in the Westfield city charter relating to the election of the president of the City Council.

In the past the president of the city's legislative body has been elected at the beginning of each new year, but the city charter amendment strikes out the word "annually" so that the president may now be elected for a two-year term, beginning with a new Council.

The act provides that this amendment must be accepted by the City Council this year, a majority vote of the Council being required. The act was approved by Gov. Curley Feb. 21, according to the notification received by City Clerk Dewey.

Opposition to the bill was forwarded to Senator Putnam by four members of the Council in a signed communication, these being Councilmen Brady, Fuller, Rogowsky and Fitzgerald. Just when the matter will be brought before the Council for action is not known.

Press Clipping Service
2 Park Square
BOSTON MASS.

UNION
Springfield, Mass.

MAR 1 1935

wealth, as well as Jewish organizations that desired to be recorded in favor. Reps. Simon and Rose of Boston spoke in favor.

Curley Names Guardsman as West Point Candidate

Special to The Springfield Union.

BOSTON, Feb. 28—Alan J. Ramsbothan, 4 County St., New Bedford, has been nominated by Gov. Curley as a candidate for admission to the West Point Military Academy, it was learned today. Ramsbothan is a private in D. Bat., 101st F. A., M. N. G. Each year the Governor of Massachusetts picks a number of candidates to take the entrance examinations which this year, are to be held March 5.

CITES BRESNAHAN REMOVAL AS ONE OF THREE REASONS

Terms Action 'Most Unfair'
—Opposed Engaging Inexperienced Secretary

SEES RESPONSIBILITY WITHOUT AUTHORITY

Condemns Proposal to Fill
All Racing Board Posts
Through Gov Curley's
Director of Employment

Boston, Feb. 27 — (AP) — Gen Charles H. Cole, chairman of the Massachusetts racing commission, tonight mailed his resignation to Gov James M. Curley.

Cole gave three reasons for resigning. He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley, without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the racing commission would be filled by an assistant secretary of Curley.

Gen Cole Quotes Statement

Cole, who was appointed by Gov Joseph B. Ely and who received the indorsement of the Democratic convention for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the governor:—

"Lawrence J. Bresnahan, assistant secretary of the state racing commission was dismissed by this commission February 23, 1935, by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the commission.

Responsibility Without Authority

"Again yesterday, by your direct order, a young man without any secretarial or office experience was appointed assistant secretary of the commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your assistant secretary, Mr Kane, director of employment, that all appointments to the racing commission would be filled through Mr

(Continued on Second Page)

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 28 1935

CURLEY'S PRISON PLAN IMPOSSIBLE NOW, SAYS LYMAN

Concord Lacks Facilities for
Classification of Prisoners,
He Asserts—Mary Vida
Clark at Hearing

From Our Special Reporter
Boston, Feb. 27—The legislative

committee on public welfare today gave a hearing on several recommendations of Gov Curley relative to prison changes. The situation gave an opportunity for some verbal casting of "Gov Grant," secretary to the chief executive, and brought from Lyman, a statement that Concord reformatory has not the facilities for classification of prisoners, as Gov Curley recommended. The Massachusetts Civic league favored the proposals and declared there should be a special institution for juvenile and first offenders. Its spokesman favored selling the Charlestown state prison site, rather than using it after the present buildings are razed, and the use of Norfolk prison for hardened criminals; also a cottage prison for unhardened offenders.

Local Women Voters Represented
Mary Vida Clark of Springfield, representing the Springfield League of Women Voters, recorded in favor of the recommendations.

Commissioner Lyman would have first offenders kept at Concord, turn the state prison into a receiving station where criminals would be studied for 30 days to determine what institution should have them, and a place to house 400 hardened offenders. He said there are 6800 inmates in state and county penal institutions of the state; Norfolk can care for 700, but will house 1100 at the end of this year.

He outlined the program and cost of proposed buildings: Receiving buildings, 300 capacity, \$750,000; prison for first offenders, to house 500, \$1,000,000; maximum security unit, 400 capacity, \$800,000; criminal-insane unit, 500 capacity, \$1,500,000. This program is part of the general program recently submitted to Washington on the assumption that federal money may be obtained to pay for it. He said the first offender cared for first, if the Washington program fails to be adopted, Lyman expressed astonishment over the Parkhurst report there are 50 men at Charlestown, who ought to be put back in

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Springfield, Mass.

FEB 28 1935

CASSIDY GIVES HIS VIEWS ON ISSUING RACE TRACK LICENSES

Commission Appointee Says All
Groups Interested Should
Be Heard

Pittsfield, Feb. 28—Atty Thomas F. Cassidy was awakened at 1 this morning in his apartment at the New American hotel by newspaper men, who notified him of his appointment by Gov Curley as chairman of the state racing commission. Mr Cassidy was up practically all the rest of the night answering telephone calls and receiving congratulations from friends, especially from Boston. His friends also called upon him in his office today and his phone was constantly ringing.

For many years Mr Cassidy, who is 59 years old, has been recognized as one of the leading trial lawyers in both criminal and civil cases in Western Massachusetts. For many years he has been a close friend of Gov Curley and was one of the governor's leading Berkshire supporters in the campaign last fall. Five times Mr Cassidy was Democratic nominee for Congress against Allen T. Treadway. He has been making his home at the hotel since December, when he closed his house in Cheshire for the winter. His only son, Francis, died in 1930.

In response to a request from The Daily News correspondent this noon regarding the dog racing problem, Mr Cassidy said: "I can only state my broad and open views regarding it. I believe that the spirit as well as served. When an application for a dog racing license is filed I believe the commissioners or duly elected authority should visit the location as set forth in the petition.

"A notice should be inserted in the local newspapers, covering the site, and the time and place for a hearing should be given, so that people will have an opportunity to appear before the commission and register any objections that might be offered. This will give remonstrants as well as proponents an equal opportunity. No petitions should be approved that would disturb the peace, quiet and comfort of homes, hospitals or other public institutions. "Some one has referred to the possible cruelty of dog racing and my reply to that is, why not invoke the law already on the statute books in relation to cruelty to animals.

"In conclusion, I wish to state that this appointment by his excellency, the honorable James M. Curley, came to me wholly unsolicited on my part and that makes me appreciate it all the more."

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 28 1935

'GOV GRANT' TALK BLOW FOR CURLEY

Legislators Said Ready to
Ban All Proposals Submitted by Secretary

Boston, Feb. 27—The "Governor Grant" episode at the dinner of legislators at a Boston hotel last night bids fair to spread like wildfire. At the dinner, Representative Edward P. Bacigalupo of Boston used the "Gov Grant" expression and it was taken up by all, with wild cheering. Legislators openly expressed their resentment toward the governor's secretary, Richard D. Grant.

Today, the "harpoon" was out for Secretary Grant, and word was going around that anything Grant seeks will receive adverse action by the legislature. The incident threatens to endanger Gov Curley's program. Grant declined to comment today regarding the dinner incident—an incident which is based on the statement of Representative Bacigalupo that there was a Curley "plot to destroy the character and reputation of Representative Michael J. Ward of Roxbury," formerly one of Curley's chief lieutenants. Bacigalupo referred to the removal of Ward as a deputy United States marshal because a gold badge he lost was found on the body of "Red" Sweeney, gangster, killed at a South end night club.

Today, during hearing on prison change proposals, recommended by Gov Curley, with legislative committee on public welfare hearing, Correction Commissioner Arthur T. Lyman

was speaking, when Representative John W. Lasell of Northbridge asked him, "do you represent the governor?"

"No," replied the commissioner. Lasell—"Do you know whether Gov Grant is going to be up here this morning?"

Again Lyman replied, "No." Another committee member turned to Lasell and asked, "whom did you say?"

"Gov Grant," answered Lasell. Grant has been appearing before committees to advocate recommendations of Gov Curley. The "Gov Grant" incident bids fair to become one of the "big laughs" of the legislative session, and already it is being declared it will laugh Grant out of the secretaryship.

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 28 1935

CURLEY'S PRISON PLAN IMPOSSIBLE NOW, SAYS LYMAN

Concord Lacks Facilities for
Classification of Prisoners,
He Asserts—Mary Vida
Clark at Hearing

From Our Special Reporter
Boston, Feb. 27—The legislative

committee on public welfare today gave a hearing on several recommendations of Gov Curley relative to prison changes. The situation gave an opportunity for some verbal castigation of "Gov Grant," secretary to Correction Commissioner Arthur T. Lyman, a statement that Concord reformatory has not the facilities for classification of prisoners, as Gov Curley recommended. The Massachusetts Civic league favored the proposals and declared there should be a special institution for juvenile and first offenders. Its spokesman favored selling the Charlestown state prison site, rather than using it after the present buildings are razed, and the use of Norfolk prison for hardened criminals; also a cottage prison for unhardened offenders.

Local Women Voters Represented

Mary Vida Clark of Springfield, representing the Springfield League of Women Voters, recorded in favor of the recommendations.

Commissioner Lyman would have first offenders kept at Concord, turn the state prison into a receiving station where criminals would be studied for 30 days to determine what institution should have them, and a place to house 400 hardened offenders. He said there are 6800 inmates in state and county penal institutions of the state; Norfolk can care for 700, but will house 1100 at the end of this year.

He outlined the program and cost of proposed buildings: Receiving buildings, 300 capacity, \$750,000; prison for first offenders, to house 500, \$1,000,000; maximum security unit, 400 capacity, \$800,000; criminal-insane unit, 500 capacity, \$1,500,000. This program is part of the general program recently submitted to Washington on the assumption that federal money may be obtained to pay for it. He said the first offender cared for first, if the Washington program fails to be adopted. Lyman expressed astonishment over the Parkhurst report there are 50 men at Charlestown.

Press Clipping Service
2 Park Square
BOSTON MASS.

NEWS
Springfield, Mass.

FEB 28 1935

CASSIDY GIVES HIS VIEWS ON ISSUING RACE TRACK LICENSES

Commission Appointee Says All
Groups Interested Should
Be Heard

Pittsfield, Feb. 28—Atty Thomas F. Cassidy was awakened at 1 this morning in his apartment at the New American hotel by newspaper men, who notified him of his appointment by Gov Curley as chairman of the state racing commission. Mr Cassidy was up practically all the rest of the night answering telephone calls and receiving congratulations from friends, especially from Boston. His friends also called upon him in his office today and his phone was constantly ringing.

For many years Mr Cassidy, who is 59 years old, has been recognized as one of the leading trial lawyers in both criminal and civil cases in Western Massachusetts. For many years he has been a close friend of Gov Curley and was one of the governor's leading Berkshire supporters in the campaign last fall. Five times Mr Cassidy was Democratic nominee for Congress against Allen T. Treadway. He has been making his home at the hotel since December, when he closed his house in Cheshire for the winter. His only son, Francis, died in 1930.

In response to a request from The Daily News correspondent this noon regarding the dog racing problem, Mr Cassidy said: "I can only state my broad and open views regarding it. I believe that the spirit as well as the letter of the law should be observed. When an application for a dog racing license is filed I believe the commissioners or duly elected authority should visit the location as set forth in the petition.

"A notice should be inserted in the local newspapers, covering the site, and the time and place for a hearing should be given, so that people will have an opportunity to appear before the commission and register any objections that might be offered. This will give remonstrants as well as proponents an equal opportunity. No petitions should be approved that would disturb the peace, quiet and comfort of homes, hospitals or other public institutions. "Some one has referred to the possible cruelty of dog racing and my reply to that is, why not invoke the law already on the statute books in relation to cruelty to animals.

"In conclusion, I wish to state that this appointment by his excellency, the honorable James M. Curley, came to me wholly unsolicited on my part and that makes me appreciate it all the more."

Press Clipping Service
2 Park Square
BOSTON MASS.

REPUBLICAN
Springfield, Mass.

FEB 28 1935

'GOV GRANT' TALK BLOW FOR CURLEY

Legislators Said Ready to
Ban All Proposals Submitted by Secretary

Boston, Feb. 27—The "Governor Grant" episode at the dinner of legislators at a Boston hotel last night bids fair to spread like wildfire. At the dinner, Representative Edward P. Bacigalupo of Boston used the "Gov Grant" expression and it was taken up by all, with wild cheering. Legislators openly expressed their resentment toward the governor's secretary, Richard D. Grant.

Today, the "harpoon" was out for Secretary Grant, and word was going around that anything Grant seeks will receive adverse action by the legislature. The incident threatens to endanger Gov Curley's program. Grant declined to comment today regarding the dinner incident—an incident which is based on the statement of Representative Bacigalupo that there was a Curley "plot to destroy the character and reputation of Representative Michael J. Ward of Roxbury," formerly one of Curley's chief lieutenants. Bacigalupo referred to the removal of Ward as a deputy United States marshal because a gold badge he lost was found on the body of "Red" Sweeney, gangster, killed at a South end night club.

Today, during hearing on prison change proposals, recommended by Gov Curley, with legislative committee on public welfare hearing, Correction Commissioner Arthur T. Lyman

was speaking, when Representative John W. Lasell of Northbridge asked him, "do you represent the governor?"

"No," replied the commissioner. Lasell—"Do you know whether Gov Grant is going to be up here this morning?"

Again Lyman replied, "No." Another committee member turned to Lasell and asked, "whom did you say?"

"Gov Grant," answered Lasell. Grant has been appearing before committees to advocate recommendations of Gov Curley. The "Gov Grant" incident bids fair to become one of the "big laughs" of the legislative session, and already it is being declared it will laugh Grant out of the secretaryship.

Press Clipping Service
2 Park Square
BOSTON MASS.

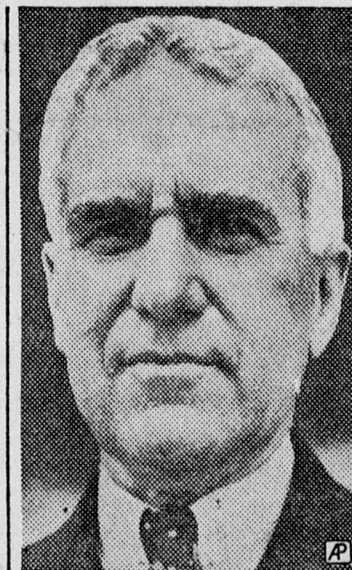
EVENING UNION
Springfield, Mass.

FEB 28 1935

T. F. CASSIDY TO HEAD RACING BOARD

Cheshire Man to Replace Cole, Who Denounces Gov. Curley In Tendering His Resignation

Retiring Racing Official
and Man Who Succeeds Him



GEN. CHARLES H. COLE.



ATTY. THOMAS F. CASSIDY.

ATTORNEY AIDED CURLEY DURING HIS CAMPAIGN

Berkshire Man Says All
Will Be Given Chance to
Be Heard Before Tracks
Are Established.

BOSTON, Feb. 28—(AP) Gov. James M. Curley, who is vacationing at West Palm Beach, Fla., today told The Associated Press he would accept Gen. Charles H. Cole's resignation as chairman of the Massachusetts Racing Commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

Cole Cites Reasons.

The Governor, asked for a statement answered: "That's all there is to say." Cole, who mailed his resignation to the Governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the Racing Commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Gov. Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship and was defeated at the Democratic primary Curley.

Cole commanded a brigade of 26th (Yankee) Division in France during the war.

[Continued on Second Page]

300 Workers, Seeking "ss" by Voting Are Given Raise

factory in Lawrence Are
ised After They Take
— Owner Says He Is
n and Offers Increase.

LAWRENCE, Feb. 28—(AP) Nathan Brindis—the boss who wouldn't let his men cut their own pay.

To a goodly portion of the city's population he's that, and to the men who work in his shoe factory he's all

NEWS

Springfield, Mass.

FEB 28 1935

Governor Is Invited to 25th Anniversary of Leonard Court



JERRY F. MOYNIHAN
(Photo by Brown)



WILLIAM F. MILBIER
(Photo by Brown)

An invitation has been extended to Gov James M. Curley to attend the 25th anniversary banquet of John J. Leonard court, Massachusetts Catholic order of Foresters, which will take place in the Hotel Highland Monday night at 7. The governor is said to be prepared to come here for the occasion if no other more important engagement requires his attention.

Chief Ranger Jerry F. Moynihan, a charter member of the court, will preside at the banquet, welcoming the members and guests in behalf of the court. He will turn the meeting over to Deputy High Chief Ranger Francis E. J. Callaghan, who will serve as toastmaster. Atty Raymond T. King, a member of the court, will be the only speaker, except in the event that Gov Curley is in attendance. A history of the court embracing every important phase of the court's growth from a small group of 28 men a quarter of a century ago to the large membership at the present time will be delivered by High Court Trustee James H. Benson, a charter member of John J. Leonard court.

The program was planned by a subcommittee under the direction of Vice-Chief Ranger William F. Milbier as chairman. Other subcommittee chairmen include the following: Speakers, Walter W. Conlin; invitations, Matthew L. Carney; printing, William G. Dorval; entertainment, John H. Brownlee; favors, John J. Dowd.

REPUBLICAN

Springfield, Mass.

FEB 28 1935

than in superior court.

STATE HOUSE BRIEFS

From Our Special Reporter

Boston, Feb. 27.—Submitted to the civil service committee of the Legislature today, during a hearing on a petition to prohibit married women whose husbands earn more than \$1500 a year from being employed by any branch of government in the state, a list, at least 10 feet long, was filed of women employed by the commonwealth whose husbands earn more than this amount. The case was cited of one state official on the pay roll for \$330 a month, whose wife is on the pay roll for \$185 a month. Despite these facts, the committee voted to report adversely on the petition.

Says Architect Wasted \$90,000

The joint committee on state administration was told today by a member of the Boston schoolhouse commission that \$90,000 was wasted on a Boston school because of incompetency of the architect. The speaker offered to give the architect's name to the committee privately. The charge was made during a hearing on a petition of the Boston Society of Architects for appointment of a state board to regulate practice of architecture and to license all architects.

Combines 'Phone and Radio

A new two-way radio set of the Boston police department, used in a prowler car, was used today by means of telephone, to call the governor's office. A conversation between Police Commissioner Eugene M. McSweeney and Secretary R. D. Grant was held, and newspaper men talked with the commissioner. Hearing was perfect. The commissioner said he could call any home having a telephone by using the two-way system radio set.

Chiefs Oppose Measure

Police officials today before the judiciary committee opposed a bill to grant authority to the attorney-general to call upon constables, city marshals, police chiefs and all other police officers, and to direct their activities in emergency matters. It was contended the governor has this right and further legislation is not needed. The Boston Bar association favored the measure, saying such a law would be of great aid in rounding up criminals.

Prosecutors Ill

Dist-Atty William J. Foley of Suffolk county, and his first assistant, Frederick T. Doyle, are ill at their homes, it became known today, when judiciary committee was informed of the fact during hearing on Foley's petition for two additional assistants at \$3000 a year each.

Detective Hearing Postponed

No one on either side appeared before the judiciary committee today when a hearing was called on a recommendation of Gov Curley to transfer the detective branch of the state police to the attorney-general's department, and the hearing was postponed indefinitely.

\$100,000,000 Too Much

Massachusetts citizens are paying about \$100,000,000 a year more than fair price for public utility service, Richard H. Long of Framingham today told legislative committee on power and light, speaking for legislation to facilitate the establishment of municipally-owned public utility plants. Long said if Legislature passed laws to relieve municipalities of complicated litigation and delay, many communities would run their own gas and electric systems and save the above amount for consumers. Now chance for delay in the courts is such that years may elapse before a plant is established, if ever, he said. Opposition will be heard at a later date.

FEB 28 1935

COLE QUILTS RACING BOARD AS RESULT OF CURLEY ACTIONS

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
North Adams, Mass.
FEB 28 1935

North Adams Banks Cut Mortgage Interest Rate

This city's four banks today announced a reduction from 6 to 5½ per cent in the mortgage interest rate, effective as of March 1, on their loans which are not in excess of \$16,000 on houses of four families or less occupied in whole or in part by the owner.

The Hoosac Savings bank, North Adams Savings bank, North Adams Trust company and North Adams National bank jointly announced the reduction made, they said, to assist home owners pending the improvement in existing conditions, pursuant

to the request of Governor James M. Curley, who had first proposed such a readjustment of mortgage interest charges in his inaugural address and had since reiterated his request.

The rate of six per cent has heretofore applied for many years to all mortgage loans made by the local banks as well as by virtually all the other banks in this commonwealth and in nearby states, but recently, following the reduction of the interest paid on deposits by the banks, there has been a trend in the direction of lowered mortgage interest charges.

General Gives Three Reasons for Resigning

Says Governor Fired Aide of
Board, Put in Own Man
and Took Control of
Appointments.

OTHERS ON BOARD VOTED AGAINST HIM

Chairman Says Lineup on
Shifts Ordered by Curley
Were Two to One; Was
Governor's Election Foe.

BOSTON, Feb. 27—(AP) Gen. Charles H. Cole, chairman of the Massachusetts Racing Commission, tonight mailed his resignation to Gov. James M. Curley.

Gives Three Reasons.

Cole gave three reasons for resigning. He complained that an assistant secretary of the Racing Commission had been dismissed by direct orders of Curley, without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the Racing Commission would be filled by an assistant secretary of Curley.

Cole, who was appointed by Gov. Joseph B. Ely and who received the endorsement of the Democratic convention for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the Governor:

"Lawrence J. Bresnahan, assistant secretary of the State Racing Commission, was dismissed by this commission Feb. 23, 1935, by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the Commission.

"Again yesterday, by your direct

[Continued on Second Page]

FEB 28 1935

COLE QUILTS RACING BOARD AS RESULT OF CURLEY ACTIONS

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
North Adams, Mass.
FEB 28 1935

North Adams Banks Cut Mortgage Interest Rate

This city's four banks today announced a reduction from 6 to 5½ per cent in the mortgage interest rate, effective as of March 1, on their loans which are not in excess of \$16,000 on houses of four families or less occupied in whole or in part by the owner.

The Hoosac Savings bank, North Adams Savings bank, North Adams Trust company and North Adams National bank jointly announced the reduction made, they said, to assist home owners pending the improvement in existing conditions, pursuant

to the request of Governor James M. Curley, who had first proposed such a readjustment of mortgage interest charges in his inaugural address and had since reiterated his request.

The rate of six per cent has heretofore applied for many years to all mortgage loans made by the local banks as well as by virtually all the other banks in this commonwealth and in nearby states, but recently, following the reduction of the interest paid on deposits by the banks, there has been a trend in the direction of lowered mortgage interest charges.

General Gives Three Reasons for Resigning

Says Governor Fired Aide of
Board, Put in Own Man
and Took Control of
Appointments.

OTHERS ON BOARD VOTED AGAINST HIM

Chairman Says Lineup on
Shifts Ordered by Curley
Were Two to One; Was
Governor's Election Foe.

BOSTON, Feb. 27—(AP) Gen. Charles H. Cole, chairman of the Massachusetts Racing Commission, tonight mailed his resignation to Gov. James M. Curley.

Gives Three Reasons.

Cole gave three reasons for resigning. He complained that an assistant secretary of the Racing Commission had been dismissed by direct orders of Curley, without a hearing; that a man without secretarial or office experience was named to succeed him and that notice had been served that all appointments to the Racing Commission would be filled by an assistant secretary of Curley.

Cole, who was appointed by Gov. Joseph B. Ely and who received the endorsement of the Democratic convention for the governorship only to be defeated in the primaries by Curley, said he mailed the following statement to the Governor:

"Lawrence J. Bresnahan, assistant secretary of the State Racing Commission, was dismissed by this commission Feb. 23, 1935, by your direct orders. No charges were preferred against him. He was given no hearing nor was he given the customary week's notice. He had been a faithful, efficient and competent public servant. His dismissal under these circumstances was most unfair. I voted against his discharge but was outvoted by the other two members of the Commission.

"Again yesterday, by your direct

[Continued on Second Page]

TRANSCRIPT
North Adams, Mass.

FEB 28 1935

Test Cases

Who is commissioner of police, or superintendent of police or deputy superintendent, in the city of Boston is a matter of no local concern whatever.

But the principles that are applied and the considerations that rule in the filling of these positions is very much a matter of state-wide concern when, as happens to be the case, the man who weighs all the considerations and decides as to principles is the same man who, being governor, must do the same with respect to a great many positions in the commonwealth's service.

And as it happens, events have so shaped up that the decisions with respect to the Boston police department furnish a clear-cut test of the attitude of James M. Curley as governor, towards positions of responsibility in the public service.

In the first place, because his predecessor had been unwise enough to attempt a last minute re-shuffling of state jobs in order to take care of some of his political dependents, Governor Curley found in the police commissionership when he himself took office a brand new appointee who had not the slightest experience or knowledge of police work and no discernible qualifications whatever for the job. Of this circumstance—of the incumbent's complete inexperience and unfamiliarity with his duties—the new governor made so much capital that he not only secured the resignation of Mr. Leonard but also aroused the hope that he would make a better choice, applying the principles he had by inference espoused through the appointment of a career man. His selection, as a matter of fact, once he had hounded the inexperienced and untrained Mr. Leonard out of office, was one Eugene McSweeney who seemed to be aware that there was a police force in Boston but who naively confessed that his only previous contact with it had been a nodding acquaintance with perhaps a dozen of its several thousand members.

All of Mr. McSweeney's friends were pleased that his well-known loyalty as a Curley campaigner had been rewarded but there was considerable disappointment and mild surprise among those who, bearing in mind the nature of the governor's complaints against Mr. Leonard, had been led to expect some sort of new deal.

However, this was only the first test. Another one has been shaped up through the legislature's adoption of a resolution placing the office of superintendent of police, now held by Martin King who won the place on merit and has substantial public confidence in Boston, and four deputy superintendencies under the civil service with the proviso that the present incumbents shall be retained without examination.

This bill lies on the governor's desk as this is written, awaiting his signature or his veto. If he signs it the governor will be taking the police superintendency which, of course, is actually the chief executive position in the department, and the deputy superintendencies out of politics and placing them on a career basis. If he

approves it he will be insuring merit and permanency in these important posts and he will, in a measure, be redeeming himself for his repudiation in his choice of a commissioner, of the principles he had seemed to espouse in getting himself the opportunity to choose a commissioner.

If, however, he vetoes the measure, either by his own hand or that of the lieutenant governor in his absence, Mr. Curley will be perpetuating the rule of politics in important public posts, for the second time repudiating the sound principles that call for the recognition and the enlistment of experience, ability and faithful service, and will be definitely putting himself on record as a governor who has not, in the exercise of an important power of his office, risen above the ward-heeling politics of his earlier days.

EAGLE

Pittsfield, Mass.

FEB 28 1935

Cassidy, Wright's Principal Legal Opponent, Praises Dead Lawyer as He Takes Over Case

Fate took a hand today in the career of Attorney Thomas F. Cassidy of this city and Cheshire. Announced by Governor James M. Curley as his choice for successor to General Charles H. Cole as chairman of the State Racing Commission "Tom" found it difficult to discourse at any great length about his prospective new position. Something else was preying on his mind, something more important to him, for the moment at least than the chairmanship of the Racing Commission.

"You know," he said to a reporter, "I was rather expecting you would be around to see me before this, and I was sincerely hoping you would, for I had something I wanted to give you. I wanted to pay tribute to my late friend, our former District Attorney Charley Wright. Take this statement, will you, please."

"I tried many criminal cases against Mr. Wright during his long service as District Attorney. I considered him one of the ablest trial lawyers in the State. He was a master at the art of cross examination. Nothing escaped him in the trial

of a case. He was not only a good trier of cases but also a good office lawyer. He knew the law. In the trial of a cause his weapon was not the rapier, but the battle axe.

"He had a social side, too, and was a delightful companion. Few men knew him as it was my privilege to. If he ever had any cares or troubles no one ever knew it. He did not wear his heart on his sleeve. Of late years we spent a great deal of time together. Frequently he visited my office, and we had lunch together there. He was a kindly man. He was my friend, and I shall miss him greatly."

At the time Mr. Cassidy made this statement regarding Mr. Wright he did not know that he was destined to carry on where Mr. Wright left off. Mr. Wright had been engaged as defense attorney for Konstanty Murach or Murah of Housatonic, charged with the murder of John L. Larkin of Great Barrington on Feb. 14 in Housatonic. Later this morning, Mr. Cassidy was engaged to take over Murach's defense, and he accepted.

EAGLE

Pittsfield, Mass.

FEB 28 1935

of Americans won't give it more than the hurried once-over.

It is a far cry from the selection of Thomas F. Cassidy as Racing Commissioner back to the meeting at The Cedars in Cheshire when Mr. Cassidy said: "Jim Curley is my friend. He is going to be elected Governor and he will be one of the most progressive the Commonwealth ever had." The Governor's appointment record as it affects Western Massachusetts continues to keep the boys good natured. In Ely's time some of them cooled their heels in the corridor and haven't thawed out yet.

COLE QUILTS BOARD AS OF CURLEY

Press Clipping Service
2 Park Square
BOSTON MASS.

TRANSCRIPT
North Adams, Mass.
FEB 28 1935

North Adams Banks Cut Mortgage Interest Rate

This city's four banks today announced a reduction from 6 to 5½ per cent in the mortgage interest rate, effective as of March 1, on their loans which are not in excess of \$16,000 on houses of four families or less occupied in whole or in part by the owner.

The Hoosac Savings bank, North Adams Savings bank, North Adams Trust company and North Adams National bank jointly announced the reduction made, they said, to assist home owners pending the improvement in existing conditions, pursuant

to the request of Governor James M. Curley, who had first proposed such a readjustment of mortgage interest charges in his inaugural address and had since reiterated his request.

The rate of six per cent has heretofore applied for many years to all mortgage loans made by the local banks as well as by virtually all the other banks in this commonwealth and in nearby states, but recently, following the reduction of the interest paid on deposits by the banks, there has been a trend in the direction of lowered mortgage interest charges.

order, a young man without any secretarial or office experience was appointed assistant secretary of the Commission. Again the vote was two to one, I voting in the negative.

"Also yesterday we were served notice by your assistant secretary, Mr. Kane, director of employment, that all appointments to the Racing Commission would be filled through Mr. Kane and not by the commission. This violates every principle of business and executive work. It means responsibility but no authority.

"In view of the above three facts I am obliged to tender to you my resignation as chairman and member of the State Racing Commission to take effect at your convenience but in any event on March 12, 1935."

Resignation Expected.

Cole had been expected to resign ever since his tiff with Curley over the discharge of Bresnahan, a Cole

and Senator David I. Walsh supporter. Yesterday he cleaned out his desk but with the remark that it was possible to put his belongings back.

A bill is due to come before the Legislature next Tuesday seeking an investigation into the circumstances surrounding the appointment of Cole and his associates, Charles F. Connors and William H. Ensign, by former Gov. Ely. The matter was aired in December before Gov. Ely and his council but the hearing was halted by Ely.

James T. Purcell, Boston restaurant owner, left this morning to join Gov. Curley at Palm Beach, Fla., and observers expected that Purcell might be named by Curley to succeed Cole.

Cole commanded a brigade of the 26th (Yankee) Division in France during the World War and is at present senior surviving officer of the old division.

Clipping Service
2 Park Square
MASS.

ION
!, Mass.

for Resigning

[Continued from First Page.]

TRANSCRIPT
North Adams, Mass.

FEB 28 1935

Test Cases

Who is commissioner of police, or superintendent of police or deputy superintendent, in the city of Boston is a matter of no local concern whatever.

But the principles that are applied and the considerations that rule in the filling of these positions is very much a matter of state-wide concern when, as happens to be the case, the man who weighs all the considerations and decides as to principles is the same man who, being governor, must do the same with respect to a great many positions in the commonwealth's service.

And as it happens, events have so shaped up that the decisions with respect to the Boston police department furnish a clear-cut test of the attitude of James M. Curley as governor, towards positions of responsibility in the public service.

In the first place, because his predecessor had been unwise enough to attempt a last minute re-shuffling of state jobs in order to take care of some of his political dependents, Governor Curley found in the police commissionership when he himself took office a brand new appointee who had not the slightest experience or knowledge of police work and no discernible qualifications whatever for the job. Of this circumstance—of the incumbent's complete inexperience and unfamiliarity with his duties—the new governor made so much capital that he not only secured the resignation of Mr. Leonard but also aroused the hope that he would make a better choice, applying the principles he had by inference espoused through the appointment of a career man. His selection, as a matter of fact, once he had hounded the inexperienced and untrained Mr. Leonard out of office, was one Eugene McSweeney who seemed to be aware that there was a police force in Boston but who naively confessed that his only previous contact with it had been a nodding acquaintance with perhaps a dozen of its several thousand members.

All of Mr. McSweeney's friends were pleased that his well-known loyalty as a Curley campaigner had been rewarded but there was considerable disappointment and mild surprise among those who, bearing in mind the nature of the governor's complaints against Mr. Leonard, had been led to expect some sort of new deal.

However, this was only the first test. Another one has been shaped up through the legislature's adoption of a resolution placing the office of superintendent of police, now held by Martin King who won the place on merit and has substantial public confidence in Boston, and four deputy superintendencies under the civil service with the proviso that the present incumbents shall be retained without examination.

This bill lies on the governor's desk as this is written, awaiting his signature or his veto. If he signs it the governor will be taking the police superintendency which, of course, is actually the chief executive position in the department, and the deputy superintendencies out of politics and placing them on a career basis. If he

approves it he will be insuring merit and permanency in these important posts and he will, in a measure, be redeeming himself for his repudiation in his choice of a commissioner, of the principles he had seemed to espouse in getting himself the opportunity to choose a commissioner.

If, however, he vetoes the measure, either by his own hand or that of the lieutenant governor in his absence, Mr. Curley will be perpetuating the rule of politics in important public posts, for the second time repudiating the sound principles that call for the recognition and the enlistment of experience, ability and faithful service, and will be definitely putting himself on record as a governor who has not, in the exercise of an important power of his office, risen above the ward-heeling politics of his earlier days.

EAGLE

Pittsfield, Mass.

FEB 28 1935

Cassidy, Wright's Principal Legal Opponent, Praises Dead Lawyer as He Takes Over Case

Fate took a hand today in the career of Attorney Thomas F. Cassidy of this city and Cheshire. Announced by Governor James M. Curley as his choice for successor to General Charles H. Cole as chairman of the State Racing Commission "Tom" found it difficult to discourse at any great length about his prospective new position. Something else was preying on his mind, something more important to him, for the moment at least than the chairmanship of the Racing Commission.

"You know," he said to a reporter, "I was rather expecting you would be around to see me before this, and I was sincerely hoping you would, for I had something I wanted to give you. I wanted to pay tribute to my late friend, our former District Attorney Charley Wright. Take this statement, will you, please."

"I tried many criminal cases against Mr. Wright during his long service as District Attorney. I considered him one of the ablest trial lawyers in the State. He was a master at the art of cross examination. Nothing escaped him in the trial

of a case. He was not only a good trier of cases but also a good office lawyer. He knew the law. In the trial of a cause his weapon was not the rapier, but the battle axe.

"He had a social side, too, and was a delightful companion. Few men knew him as it was my privilege to. If he ever had any cares or troubles no one ever knew it. He did not wear his heart on his sleeve. Of late years we spent a great deal of time together. Frequently he visited my office, and we had lunch together there. He was a kindly man. He was my friend, and I shall miss him greatly."

At the time Mr. Cassidy made this statement regarding Mr. Wright he did not know that he was destined to carry on where Mr. Wright left off. Mr. Wright had been engaged as defense attorney for Konstanty Murach or Murah of Housatonic, charged with the murder of John L. Larkin of Great Barrington on Feb. 14 in Housatonic. Later this morning, Mr. Cassidy was engaged to take over Murach's defense, and he accepted.

EAGLE

Pittsfield, Mass.

FEB 28 1935

of Americans won't give it more than the hurried once-over.

It is a far cry from the selection of Thomas F. Cassidy as Racing Commissioner back to the meeting at The Cedars in Cheshire when Mr. Cassidy said: "Jim Curley is my friend. He is going to be elected Governor and he will be one of the most progressive the Commonwealth ever had." The Governor's appointment record as it affects Western Massachusetts continues to keep the boys good natured. In Ely's time some of them cooled their heels in the corridor and haven't thawed out yet.

TRANSCRIPT
North Adams, Mass.

FEB 28 1935

T. F. Cassidy Slated For Head Of Racing Board

Gov. Curley, His Close Personal Friend, Announces That He Will Name Prominent Attorney to Succeed Gen. Cole Who Resigned Because of Curley's Interference—Cassidy Will Accept Post Which Pays \$5000 a Year—Expresses Gratitude at Being Chosen—May be Required to Spend Most of Time in Boston.

Boston, Feb. 28.—(A.P.)—Governor James M. Curley, who is vacationing at West Palm Beach, Fla., today told the Associated Press he would accept General Charles H. Cole's resignation as chairman of the Massachusetts racing commission and would appoint Thomas F. Cassidy of Cheshire to succeed him.

The governor, asked for a statement, answered: "That's all there is to say."

Cole, who mailed his resignation to the governor last night, gave three reasons for so doing.

He complained that an assistant secretary of the racing commission had been dismissed by direct orders of Curley without a hearing; that a man without secretarial or office experience was named to succeed him, and that notice had been served that all appointments to the racing commission staff would be filled by an assistant secretary of Curley.

Cole was appointed by former Governor Joseph B. Ely. He received the endorsement of the Democratic convention for the governorship, and was defeated at the Democratic primary by Curley.

Cole commanded a brigade of the 26th (Yankee) division in France during the World war and is at present senior surviving officer of the old division.

Former Senator Cassidy said today that he had not heard directly from the governor but that he would accept the chairmanship of the Massachusetts Racing commission if the governor's council confirms the nomination. It is expected that Mr. Cassidy's name will be submitted to the council at its next regular meeting and that Governor Curley will ask a suspension of rules in order that he might be confirmed without delay. It is not expected that the appointment will be blocked, according to reports in political circles. The position carries with it a salary of \$5,000.

The announcement by Governor Curley that he would appoint Mr. Cassidy came as a surprise in political and racing circles throughout the state. In fact, at least one prominent Democrat from the eastern part of the state left yesterday for Florida to visit Mr. Curley and announced before departing that he expected to be appointed to succeed General Cole.

Mr. Cassidy said today that the "appointment was entirely unsolicited and for that reason is appreciated the more." He said he was deeply grateful to Governor Curley for selecting him.

Governor Curley and Mr. Cassidy have been personal and political friends for more than a quarter of a century, ever since the Democratic state convention in Boston about 25 years ago when they stood shoulder to shoulder against a group of eastern Democrats who attempted to dictate the selection of candidates for the state ticket and which resulted in the convention naming Mr. Cassidy as the candidate for lieutenant-governor. He lost by a slim margin in the state election.

In the pre-convention primaries in April, 1932, Mr. Cassidy was one of the candidates selected by Governor Curley on a ticket of delegates to the Democratic national convention favorable to the candidacy of President Roosevelt in opposition to candidates pledged to the candidacy of Alfred E. Smith. This ticket was defeated. Last year after the Democratic pre-primary convention in Worcester at which General Cole was endorsed by the convention, Mr. Cassidy rallied to Governor Curley's support in the September primaries at which the latter was successful. An indication of Mr. Cassidy's support was seen by the fact that Governor Curley carried Adams, Mr. Cassidy's native town, by a sizable majority, although the regular Democratic organization in that town was in favor of General Cole. Mr. Cassidy also conducted a rally at his home, "The Cedars," in Cheshire for Mr. Curley which was attended by Democrats from all over the county and at which Mr. Cassidy left a sick bed to speak for the governor. He was given a tremendous ovation. At that time, Governor Curley said he would never forget what "Tom" did that night.

In the election campaign, former Senator Cassidy entertained Governor Curley at his home and also spoke for him at a huge rally in Pittsfield, despite the fact that he had to walk to the platform on crutches.

It was generally expected in Democratic circles that Mr. Cassidy would be rewarded with a position in the Curley administration, although the former senator did not seek one. The appointment to the racing commission was received with unconcealed pleasure by Mr. Cassidy's friends.

If his nomination is confirmed, he will find many problems awaiting decisions, especially those concerning dog racing in Metropolitan Boston. Many protests have been lodged by residents of that district, led by public officials and clergymen, against this sport.

Choice



Attorney Thomas F. Cassidy of Cheshire whom Gov. Curley will name chairman of State Racing commission, a position paying \$5000 a year, to succeed Gen. Charles H. Cole who resigned.

Mr. Cassidy is spending the winter at a hotel in Pittsfield in order to be near his office and work without having to journey back and forth to Cheshire each day and at present is representing several clients on serious charges in Southern Berkshire. It is probable that if he is named as chairman of the racing commission he will be obliged to spend the greater part of his time at the State House in Boston. Although Mr. Cassidy has never been connected with horse and dog racing he owned horses and dogs practically all of his life and is a great lover of animals as well as of clean sport.

(Concluded on Page Eight)

for repeal and changes probably will not be admitted by the Legislature for consideration immediately, but sufficient measures are already filed which will be heard next Tuesday and will give opponents an opportunity to air the entire situation.

Later, it is believed, hearings will be given on the recent petitions filed on the question of admission and if public sentiment remains as strong as it has been in recent days the Legislature may take action.

Early in the year Gov. Curley said he would veto any changes in the present law, but the furore that followed the announcement of the granting of the licenses in South Boston, Cambridge, Methuen and Dighton may bring a change in the governor's attitude.

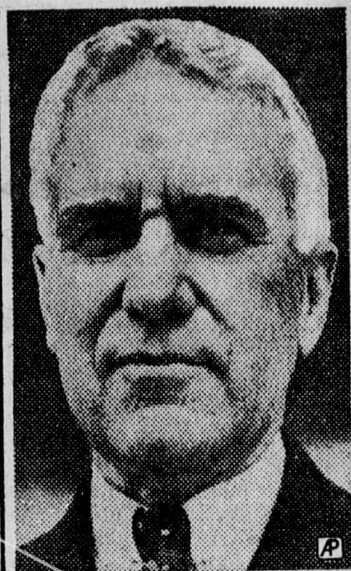
EAGLE

Pittsfield, Mass.

FEB 28 1935

Cassidy To Be Appointed Racing Commission Head Succeeding General Cole

Quits and Accepts Racing Post



GEN. CHARLES H. COLE
Attacks Curley as He Resigns



THOMAS H. CASSIDY
"In All Likelihood I Shall Accept"

openly for Curley and displayed a Curley button in his lapel. For Curley Mr. Cassidy campaigned for Roosevelt delegates to the national Democratic convention that nominated the President. Mr. Cassidy was in direct charge of arrangements for a gigantic rally in the auditorium on Summer Street and was one of the principal speakers.

Always a militant campaigner, Mr. Cassidy took Postmaster General James M. Farley to task during the last State campaign for tacitly supporting General Charles H. Cole for the Democratic nomination for Governor. "You keep out," Mr. Cassidy telegraphed the patronage dispenser of Democracy. "Massachusetts is the land of the future. In 1920 Mr. Cassidy came within 900 votes of election over Mr. Treadway. Mr.

FOUR POINTS GOBS WIN ALL

A bill is due to come before the Legislature next Tuesday seeking an investigation into the circumstances surrounding the appointment of Cole and his associates, Charles F. Connors and William H. Ensign, by former Governor Ely. The matter was aired in December before Governor Ely and his Council but the hearing was halted by Ely.

Cole commanded a brigade of the

Prominent Berkshire
Lawyer Indicates He
Will Accept Appointment to Post

CHAIRMAN, RESIGNED, ATTACKS GOVERNOR

Local Supporter of Curley Will Give Plenty of Publicity to Applications

Attorney Thomas F. Cassidy, one of Berkshire County's leading trial lawyers, will be appointed chairman of the Massachusetts Racing Commission by Governor James M. Curley and in all likelihood will accept. He will succeed General Charles H. Cole who mailed his resignation to the Governor last night. The salary of the chairman of the Racing Commission is \$5000 a year.

From West Palm Beach, Fla., where he is vacationing, Governor Curley told the Associated Press he would accept General Cole's resignation and would appoint Mr. Cassidy in his place. Asked for a statement the Governor answered, "That's all there is to say."

Likely To Accept

Interviewed in his second floor room of the New American Hotel before leaving for the morning session of the District Court here, Mr. Cassidy said he hadn't heard from Governor Curley but that if the appointment was made "in all likelihood I shall accept." Although his wide experience with men and affairs has not brought him into direct contact with horse and dog racing Mr. Cassidy has owned dogs and horses all his life and has definite and fixed ideas regarding them, particularly from a humane standpoint.

"I believe that the spirit as well as the letter of the law should be observed," Mr. Cassidy said. "Whenever an application for a locus of a dog racing track is made I believe that the commission or its duly authorized agents should visit the place. I believe that a public announcement should be made in the newspapers that cover the locality where the track is to be and that the fullest opportunity be given not only to proponents but to opponents of the application to the end that there may be ample discussion. I believe further that a license should not be granted where the race track interferes with the peace, quiet, and comfort of home owners or with hospitals or other public institutions."

Would Invoke Law

Mr. Cassidy admitted he ought to know something about dogs for he has raised English and Irish setters almost all his life. He has also owned horses although not race horses. Asked what his stand was regarding alleged inhumane practices in dog racing Mr. Cassidy replied:

"Why not invoke the laws we already have regarding cruelty to animals?"

Mr. Cassidy did not know whether his contemplated appointment would mean the transfer of his residence in the Berkshires to Boston or not. Mr. Cassidy has a beautiful home,

Continued on 16th Page

WIPER BLADE
3c up
lowest prices.
American made
guaranteed
quality.

AUTO BULBS
5c up
metal buffer.
of cement and
material, tube
Patching KIT

7c
your old rear-
view mirror
won't blind. Use
Non-flare
ACCESSORY 1

VISIT SEW
Biggest lubricating oil be-
vacuum distilled, wax free
not form hard carbon—
clean for a longer period.

GOLD CREST
MOTOR OIL

My Chipso
"a dirt"
HOUSEKEEPER

Joseph L. Malcolm,
George H. Higgins, or the secretary,
from the president of the Men's club,
committee, and can also be secured
are in the hands of the membership
on a wide abroad. Tickets for the dinner
and abroad. Tickets for the dinner
interesting experience in this country
Hamstons. Rev. Mr. Blakney is an
quest-speaker of the occasion will be
Rev. Raymond B. Blakney, minister
young women of the church in Wil-
parish house. The dinner will be
and will be served by a group of
dinner and meeting of the winter se-
dinner on Friday, March 8th, in the
The Men's club of the Congrega-
tional church will hold the second

Rev. R. B. Blakney to Address Congregational Group

Cassidy Slated For Head Of Racing Board

(Continued From Page Five)

Today he stated that he believed that the spirit as well as the letter of the law should be observed in horse and dog racing and that full publicity should be given places and individuals seeking licenses. He declared that full opportunity for both sides to be heard should be given in any controversy.

Present members of the commission are Charles F. Connors of Brigh-

ton and William H. Ensign of Westfield. They receive \$4,500 each.

Gen. Cole is retiring without a single horse racing license being granted. He said he did not know what action would be taken in this respect. Mr. Ensign said the matter of horse racing licenses has not yet been reached.

The possibility that the entire racing commission might be legislated out of existence before the racing season begins loomed strongly yesterday. The recent bills filed

for repeal and changes probably will not be admitted by the Legislature for consideration immediately, but sufficient measures are already filed which will be heard next Tuesday and will give opponents an opportunity to air the entire situation.

Later, it is believed, hearings will be given on the recent petitions filed on the question of admission and if public sentiment remains as strong as it has been in recent days the Legislature may take action.

Early in the year Gov. Curley said he would veto any changes in the present law, but the furore that followed the announcement of the granting of the licenses in South Boston, Cambridge, Methuen and Dighton may bring a change in the governor's attitude.

the New England Telephone Company, who assured him that telephones taken out of any place would be the headquarters of gangsters.

He said that he has received numerous complaints that bootlegging is entering and soliciting business in all kinds of public buildings, including the City Hall and the State Building.

ambassadors.
received nu-
merous cookies are
in all
s, among
Federal

Continued From First Page

Ran for Congress
Mr. Cassidy was mentioned as District Attorney several times, but his ambition did not lie in that direction. He would have liked to go to Congress. He was a candidate against Congressman Allen Treadway of Stockbridge. His run was in 1932. In the primary he defeated DeWitt C. DeWolfe, secretary to former Governor B. Ely, and Samuel A. York, Commissioner of Conservation. Mr. Cassidy came within 90 votes of election over Mr. Treadway.

After Book Makers and Illegal Gamblers

He said that he has received numerous complaints that bookies are entering and soliciting bets in all kinds of public buildings, among them City Hall and the Federal Building.

FEB 28 1935

I. O. O. F., M. U.

Rudolph, rf. lf, Al
Cahill, lf. rg, Rockwood, Cl
R. Weston, c. c, D. Kra
Keenan, rg. lf, F. Kra
Gordon, lg. rf, Gamme
Field goals: Cahill 5, Gordon
Rudolph 4, R. Weston 2, Keen
Gammons 7, D. Kraus 2, All
Clark, F. Kraus. Foul goals:
Weston, Keenan, Gammons. Tin
2 20-min. halves. Referee: Bou
er.

Legion 33 K. of C.
Dunham, rf. lg, H. Cha
Tessier, lf. rg, Hym
Eldridge, Stewart, c. c, Hinc
Morrisson, rg. lf, Perk
Matthews, lg. rf, A. Ch

Thomas Cassidy's Name to Be Given Council March 13

REMOVAL ACT SCORED

General Attacks Curley in Ousting Secretary of Commission

BOSTON, Feb. 28 (UP)—
Former Senator Thomas F.
Cassidy, 59, of Pittsfield will
be appointed chairman of the
State Racing Commission to
succeed General Charles H.
Cole, who resigned last night,
Governor Curley announced
today in a telephone call from
Florida.

The Governor said he would ac-
cept Cole's resignation immediat-
ly.

Cassidy's name, Governor Curley
said, will be submitted to the Ex-
ecutive Council at the regular
meeting on March 13.

General Cole unsuccessful guber-
natorial Democratic primary can-
didate against Governor Curley
tendered his resignation in a letter
to the Governor in which he
criticized the Chief Executive's ac-
tion in ordering all appointments
to the Racing Commission staff be
made through the Governor's em-
ployment office. Cole said it "vi-
olates every principle of business
and executive work."

Hits Removal Action

The Racing Commission chair-
man was particularly incensed over
the removal of Lawrence J. Bres-
nahan as secretary of the commis-
sion, at the direction of the Gover-
nor, and his replacement by Cor-
nelius "Tubber" Cronin.

Cole had torn up Bresnahan's
resignation, but his two associate
commissioners, Charles F. Connors,
of Boston, and William H. Ensign,
of Westfield, had voted to remove
him. By the same vote, they ap-
pointed Cronin as his successor.

Cronin, Cole said, was "a young
man without any secretarial or
office experience."

FEB 28 1935

Curley Accepts Resignation Of Cole from Racing Board

The resignation of Gen. Charles
H. Cole as chairman of the Massa-
chusetts Racing Commission was
accepted by Gov. James M. Curley
today.

The Governor, in Florida an-
nounced acceptance of Gen. Cole's
resignation and his plan to appoint
former Senator Thomas F. Cassidy
of Pittsfield to fill the position. Mr.
Cassidy is a lawyer.

Gen. Cole gave three reasons for
resigning: The dismissal without a
hearing, at the Governor's order, of
an assistant secretary; the appoint-
ment of an unqualified successor,
also at the Governor's order; and

the notice that an assistant secre-
tary of the Governor was to fill all
appointments to the racing com-
mission staff.

His resignation had been antici-
pated for several days, since he was
known to be disturbed by the dicta-
torial attitude of the Governor.

Relations between the two have
been at a breaking point since Mr.
Curley took office for Gen. Cole was
his opponent in the Democratic
primary.

Gen. Cole's Letter

His letter of resignation follows:

"Lawrence J. Bresnahan, assist-
ant secretary of the state racing
commission, was dismissed by this
commission Feb. 23, 1935, by your
direct orders. No charges were
preferred against him. He was
given no hearing nor was he
given the customary week's
notice. He had been a faithful,
efficient and competent public
servant. His dismissal under these
circumstances was most unfair. I
voted against his discharge but
was outvoted by the other two
members of the commission.

"Again yesterday by your direct
order a young man without any
secretarial or office experience
was appointed assistant secretary
of the commission. Again the vote

(Continued on Page Six)

violates every principle of busi-
ness and executive work. It means
responsibility but no authority.

"In view of the above three
facts I am obliged to tender to
you my resignation as chairman
and member of the State Racing
Commission to take effect at your
convenience but in any event on
March 12, 1935."

Situation Muddled

The entire racing situation in the
State is in a muddled condition.
Four dog track licenses have been
issued and there is stern protest
against each. A fifth is to be issued
for Boston and Mayor Frederick W.
Mansfield has announced he will
take steps to bar it.

One of the four permits already
granted is for a track in Dighton.
Bristol County people are protest-
ing against it. The Dighton Se-
lectmen have appealed to the State
Racing Commission for withdrawal
of the permit.

Bristol Kennel Club Protests

The officials of the Bristol Coun-
ty Kennel Club, Inc., today issued a
protest against the opposition to
the track.

They say the vote at the last
State election to allow horse and
dog racing led them to feel "this
county should have a track."

Noting the prevalence of the
"nigger pool" and other lotteries,
the officials of the dog racing club
say the people have a right to at-
tend races and to bet at pari-mutuel
windows, if they choose.

Speaking of the opposition to the
track in Dighton, the Kennel Club
officials say it "may be prompted
by honest motives, but we are con-
vinced that they have been misin-
formed and misled for selfish rea-
sons only * * * We know that we
are offering to the citizens of this
county a clean and honest sport."

They relate how there will be of-
ficials appointed for the track by
the State Racing Commission and
set forth the following as "the real
conditions under which we intend
operating our plant here in Digh-
ton:

Club's Argument

"1—We have chosen a location
away from the thickly populated
sections of the county which may
prove to our disadvantage but
which we would rather risk than
erect our plant where it might
cause objections, whether fancied
or otherwise.

"2—We are purchasing twice the
amount of land required for a ven-
ture of this kind in order to make
sure that the public in general is
receiving every consideration pos-
sible.

"3—Our plans and specifications
call for the erection of a first class
grandstand seating from 3,000 to
5,000 persons. Clubhouse, if re-
quired, would be of most modern
construction and furnishing. We
intended from the outset to equip
our plant with a totalizer and the
now famous electric eye for timing
each race. The estimated cost above
the ground would amount to ap-
proximately \$175,000. The expendi-
ture of this money is bound to
furnish employment for those now
on the various welfare departments
in the county or those people who
are in need of work but too proud
to depend on welfare."

Press Clipping Service
2 Park Square
BOSTON MASS.

STANDARD-TIMES
New Bedford, Mass.

FEB 28 1935

I. O. O. F., M. U.

Rudolph, rf lf, Al
Cahill, lf rg, Rockwood, Cl
R. Weston, c c, D. Kr
Keenan, rg lf, F. Kr
Gordon, lg rf, Gamme
Field goals: Cahill 5, Gordon
Rudolph 4, R. Weston 2, Keen
Gammons 7, D. Kraus 2, All
Clark, F. Kraus. Foul goals:
Weston, Keenan, Gammons. Tin
2 20-min. halves. Referee: Bou
er.

Legion 33 K. of C.
Dunham, rf lg, H. Ch
Tessier, lf rg, Ham
Eldridge, Stewart, c c, Hinck
Morrison, rg lf, Perk
Matthews, lg rf, A. Ch

Thomas Cassidy's Name to
Be Given Council
March 13

REMOVAL ACT SCORED

General Attacks Curley in
Ousting Secretary of
Commission

BOSTON, Feb. 28 (UP)—
Former Senator Thomas F.
Cassidy, 59, of Pittsfield will
be appointed chairman of the
State Racing Commission to
succeed General Charles H.
Cole, who resigned last night,
Governor Curley announced
today in a telephone call from
Florida.

The Governor said he would ac-
cept Cole's resignation immedi-
ately.

Cassidy's name, Governor Curley
said, will be submitted to the Ex-
ecutive Council at the regular
meeting on March 13.

General Cole unsuccessful guber-
natorial Democratic primary
candidate against Governor Curley
tendered his resignation in a letter
to the Governor in which he
criticized the Chief Executive's ac-
tion in ordering all appointments
to the Racing Commission staff be
made through the Governor's em-
ployment office. Cole said it "vio-
lates every principle of business
and executive work."

Hits Removal Action

The Racing Commission chair-
man was particularly incensed over
the removal of Lawrence J. Bres-
nahan as secretary of the commis-
sion, at the direction of the Gover-
nor, and his replacement by Cor-
nelius "Tubber" Cronin.

Cole had torn up Bresnahan's
resignation, but his two associate
commissioners, Charles F. Connors,
of Boston, and William H. Ensign,
of Westfield, had voted to remove
him. By the same vote, they ap-
pointed Cronin as his successor.

Cronin, Cole said, was "a young
man without any secretarial or
office experience."

Press Clipping Service
2 Park Square
BOSTON MASS.

MEMORIAL ARCH FACING DEFEAT

With protests against it mount-
ing on all sides and Gov. James M.
Curley definitely recorded as due to
veto it, a bill calling for the erec-
tion of an arch de Triomphe on
Boston Common faces certain death
in the Massachusetts Legislature.
The measure was filed by Sen.
Bacon.

Curley Accepts Cole Resignation

(Continued from Page One)

was two to one I voting in the
negative.

"Also yesterday we were served
notice by your assistant secretary
Mr. Kane, director of em-
ployment, that all appointments
to the racing commission staff
would be filled through Mr. Kane
and not by the commission. This
violates every principle of busi-
ness and executive work. It means
responsibility but no authority.

"In view of the above three
facts I am obliged to tender to
you my resignation as chairman
and member of the State Racing
Commission to take effect at your
convenience but in any event on
March 12, 1935."

Situation Muddled

The entire racing situation in the
State is in a muddled condition.
Four dog track licenses have been
issued and there is stern protest
against each. A fifth is to be issued
for Boston and Mayor Frederick W.
Mansfield has announced he will
take steps to bar it.

One of the four permits already
granted is for a track in Dighton.
Bristol County people are protest-
ing against it. The Dighton Se-
lectmen have appealed to the State
Racing Commission for withdrawal
of the permit.

Bristol Kennel Club Protests

The officials of the Bristol Coun-
ty Kennel Club, Inc., today issued a
protest against the opposition to
the track.

They say the vote at the last
State election to allow horse and
dog racing led them to feel "this
county should have a track."

Noting the prevalence of the
"nigger pool" and other lotteries,
the officials of the dog racing club
say the people have a right to at-
tend races and to bet at pari-mutuel
windows, if they choose.

Speaking of the opposition to the
track in Dighton, the Kennel Club
officials say it "may be prompted
by honest motives, but we are con-
vinced that they have been misin-
formed and misled for selfish rea-
sons only * * * We know that we
are offering to the citizens of this
county a clean and honest sport."

They relate how there will be of-
ficials appointed for the track by
the State Racing Commission and
set forth the following as "the real
conditions under which we intend
operating our plant here in Digh-
ton:

Club's Argument

"1—We have chosen a location
away from the thickly populated
sections of the county which may
prove to our disadvantage but
which we would rather risk than
erect our plant where it might
cause objections, whether fancied
or otherwise.

"2—We are purchasing twice the
amount of land required for a ven-
ture of this kind in order to make
sure that the public in general is
receiving every consideration pos-
sible.

"3—Our plans and specifications
call for the erection of a first class
grandstand seating from 3,000 to
5,000 persons. Clubhouse, if re-
quired, would be of most modern
construction and furnishing. We
intended from the outset to equip
our plant with a totalizer and the
now famous electric eye for timing
each race. The estimated cost above
the ground would amount to ap-
proximately \$175,000. The expendi-
ture of this money is bound to
furnish employment for those now
on the various welfare departments
in the county or those people who
are in need of work but too proud
to depend on welfare."

URBANA, Ill., Feb. 28, (AP)—
Prof. H. G. Paul of the Department
of English, University of Illinois,
who was scheduled to speak at
members of the Exchange Club on
Mark Twain and his times, com-
memoration of the writer's death
ery of the with his notes and
ut his notes and
ere about Abrah
He delivered
coln

Mr. Patterson was born in
Winston-Salem, N. C., in 1874, and
was a graduate of the University
of North Carolina. He was for
some time president of the Rose-
mary Mfg. Co., of Roanoke Rapids,
N. C., going to Richmond in 1919.
Surviving him are his wife, Mar-
garet Newman Patterson; two
daughters, Miss Margaret and Miss
Elizabeth Patterson; one son, John
L. Patterson, Jr., a student at
Princeton University, and a brother
Rufus L. Patterson, Jr., president
of the American Machine and
Foundry Company of New York.

WHY PROFESSOR ?

Press Clipping Service
2 Park Square
BOSTON MASS.

STANDARD-TIMES
New Bedford, Mass.

FEB 28 1935

Press Clipping Service
2 Park Square
BOSTON MASS.

HERALD-NEWS
Fall River, Mass.

FEB 28 1935

Ex-Senator Gets Race Board Job As Cole Resigns

Thomas Cassidy's Name to
Be Given Council
March 13

REMOVAL ACT SCORED

General Attacks Curley in
Ousting Secretary of
Commission

BOSTON, Feb. 28 (UP)—
Former Senator Thomas F.
Cassidy, 59, of Pittsfield will
be appointed chairman of the
State Racing Commission to
succeed General Charles H.
Cole, who resigned last night,
Governor Curley announced
today in a telephone call from
Florida.

The Governor said he would ac-
cept Cole's resignation immedi-
ately.

Cassidy's name, Governor Curley
said, will be submitted to the Ex-
ecutive Council at the regular
meeting on March 13.

General Cole unsuccessful guber-
natorial Democratic primary can-
didate against Governor Curley
tendered his resignation in a letter
to the Governor in which he
criticized the Chief Executive's ac-
tion in ordering all appointments
to the Racing Commission staff be
made through the Governor's em-
ployment office. Cole said it "vi-
olates every principle of business
and executive work."

Hits Removal Action

The Racing Commission chair-
man was particularly incensed over
the removal of Lawrence J. Bresna-
han as secretary of the commis-
sion, at the direction of the Gover-
nor, and his replacement by Cor-
nelius "Tubber" Cronin.

Cole had torn up Bresnahan's
resignation, but his two associate
commissioners, Charles F. Connors,
of Boston, and William H. Ensign,
of Westfield, had voted to remove
him. By the same vote, they ap-
pointed Cronin as his successor.

Cronin, Cole said, was "a young
man without any secretarial or
office experience."

pts Resignation om Racing Board

Charles the notice that an assistant secre-
tary of the Governor was to fill all
appointments to the racing com-
mission staff.

His resignation had been antici-
pated for several days, since he was
known to be disturbed by the dicta-
torial attitude of the Governor.

Relations between the two have
been at a breaking point since Mr.
Curley took office for Gen. Cole was
his opponent in the Democratic
primary.

Gen. Cole's Letter

His letter of resignation follows:
"Lawrence J. Bresnahan, assist-
ant secretary of the state racing
commission, was dismissed by this
commission Feb. 23, 1935, by your
direct orders. No charges were
preferred against him. He was
given no hearing nor was he
given the customary week's
notice. He had been a faithful,
efficient and competent public
servant. His dismissal under these
circumstances was most unfair. I
voted against his discharge but
was outvoted by the other two
members of the commission.
"Again yesterday by your direct
order a young man without any
secretarial or office experience
was appointed assistant secretary
of the commission. Again the vote
(Continued on Page Six)

resigning: The dismissal without a
hearing, at the Governor's order, of
an assistant secretary; the appoint-
ment of an unqualified successor,
also at the Governor's order; and

violates every principle of busi-
ness and executive work. It means
responsibility but no authority.

"In view of the above three
facts I am obliged to tender to
you my resignation as chairman
and member of the State Racing
Commission to take effect at your
convenience but in any event on
March 12, 1935."

Situation Muddled

The entire racing situation in the
State is in a muddled condition.
Four dog track licenses have been
issued and there is stern protest
against each. A fifth is to be issued
for Boston and Mayor Frederick W.
Mansfield has announced he will
take steps to bar it.

One of the four permits already
granted is for a track in Dighton.
Bristol County people are protest-
ing against it. The Dighton Se-
lectmen have appealed to the State
Racing Commission for withdrawal
of the permit.

Bristol Kennel Club Protests

The officials of the Bristol Coun-
ty Kennel Club, Inc., today issued a
protest against the opposition to
the track.

They say the vote at the last
State election to allow horse and
dog racing led them to feel "this
county should have a track."

Noting the prevalence of the
"nigger pool" and other lotteries,
the officials of the dog racing club
say the people have a right to at-
tend races and to bet at pari-mutuel
windows, if they choose.

Speaking of the opposition to the
track in Dighton, the Kennel Club
officials say it "may be prompted
by honest motives, but we are con-
vinced that they have been misin-
formed and misled for selfish rea-
sons only * * * We know that we
are offering to the citizens of this
county a clean and honest sport."

They relate how there will be of-
ficials appointed for the track by
the State Racing Commission and
set forth the following as "the real
conditions under which we intend
operating our plant here in Digh-
ton:

Club's Argument

"1—We have chosen a location
away from the thickly populated
sections of the county which may
prove to our disadvantage but
which we would rather risk than
erect our plant where it might
cause objections, whether fancied
or otherwise.

"2—We are purchasing twice the
amount of land required for a ven-
ture of this kind in order to make
sure that the public in general is
receiving every consideration pos-
sible.

"3—Our plans and specifications
call for the erection of a first class
grandstand seating from 3,000 to
5,000 persons. Clubhouse, if re-
quired, would be of most modern
construction and furnishing. We
intended from the outset to equip
our plant with a totalizer and the
now famous electric eye for timing
each race. The estimated cost above
the ground would amount to ap-
proximately \$175,000. The expendi-
ture of this money is bound to
furnish employment for those now
on the various welfare departments
in the county or those people who
are in need of work but too proud
to depend on welfare."

Press Clipping Service
2 Park Square
BOSTON MASS.

MERCURY
New Bedford, Mass.

FEB 28 1935

'Everything to Be in the
Open,' Asserts Cassidy,
Cole's Successor

ALLEGIANCE OATH
FOR TEACHERS HIT

Cranberry Pickers' Union
Organizer Assails
Housing

BOSTON, Feb. 28 (AP)—
Massachusetts had a prospec-
tive new racing commission
chairman tonight who imme-
diately found himself plunged
into a fast-gathering storm of
bitter and vociferous opposi-
tion to dog racing, which the
citizenry four months ago ap-
proved by popular referen-
dum.

The new chairman, Thomas F.
Cassidy, of Pittsfield, a lawyer and
a former state senator, was ap-
pointed early today by Governor
James M. Curley, who announced
the appointment in Florida, where
he is vacationing. Although Cassi-
dy has yet to be confirmed by the
Governor's Executive Council, he
was the immediate recipient today
of protests from residents of areas
where dog racing track licenses
have already been granted, and
himself discussed his views and
plans for control of racing in the
state.

"Everything in Open"

Curley appointed Cassidy, a sup-
porter in the Governor's primary
campaign, to succeed General
Charles H. Cole, a political foe of
Curley's, and an appointee of his
predecessor, Governor Joseph B.
Ely. Cole resigned last night after
accusing Curley of "meddling" in
the affairs of the racing commis-
sion.

Cassidy promised a "new deal" in
the granting of race permits, say-
ing "everything will be in the open.
Everybody will know what we in-
tend to do. People will be given a
chance to object."

Mounting criticism of dog racing
has come in part from the fact the
commission has held no public hear-
ings on proposals for location of
tracks. As a result, citizens of Cam-
bridge, South Boston, Dighton and
Methuen have suddenly discovered
tracks were to be built in their
neighborhoods without having had,
they asserted, a chance to oppose
them.

Other features of the legislative
day were committee hearings where
the lot of cranberry pickers on
Cape Cod was discussed. Acrimoni-
ous debate took place on a proposal
to compel teachers to take an oath
of allegiance, and a 48-hour work
week for women and minors em-
ployed in offices was advocated and
opposed.

Reorganization of rum runners,
illegally transporting alcohol from
Holland was disclosed to another
committee by the U. S. collector of
internal revenue, Joseph A. May-
nard. The hearing was on a pro-
posal to restrict druggists selling
alcohol to prescription sales only.

Liberalization of laws governing
the playing of sports and the con-
duct of trade on Sundays occupied
the committee on legal affairs,
which reported favorably bills per-
mitting hockey and basketball
playing on Sundays. A large num-
ber of petitioners asked the com-
mittee to view favorably legisla-
tion which would permit various
Jewish tradesmen to do business
Sunday in Jewish communities.

Oath Opposed

Proposals to license bagatelle
game machines were favored even
by distributors, who said they were
not opposed to any "reasonable
regulation." It was estimated the
state would derive \$75,000 annually
from a license fee of \$100 for each
machine.

Robert J. Watt, legislative agent
of the Massachusetts Federation of
Labor, touched off a barrage of de-
bate and cross-examination of him-
self when he said the organization
opposed the bill to compel teachers
to take oaths of allegiance to the
Constitution. He said it was a di-
rect reflection on a patriotic group,
the school teachers, to make them
take such an oath.

"You would have to be a real
Houdini to understand how this
bill is going to work. The very
people that the bill aims to curb
will have no hesitation in taking
the oath," Watt declared.

Watt in turn was charged by
Representative Frederick T. Mc-
Dermott of Medford of "looking
like an imposter," and also char-
acterized as "one man who talks
for 15 minutes when another man
could tell it in two or three min-
utes."

The bill was described by Rep-
resentative Thomas Dorgan of
Dorchester, its author, as "aimed
at the brain trusters and trick pro-
fessors who are attempting to sat-
urate our young with European
radicalism." Such people, he said,
he would like to "take out in a
boat with oars and then take the
oars away from them and tell them
'go to hell.'"

Hearings on a bill providing for
payment of weekly wages to tobac-
co and cranberry pickers brought
testimony from Joseph F. Massid-

(Continued on Page Two)

TIMES

NEW YORK CITY

Feb 28 - 1935

NEW ENGLAND TRIES TO SAVE HER MILLS

With Textile Industry Nearly
Prostrate, All States Unite
to Seek Remedies.

SOUTH AND JAPAN GAINING

By F. LAURISTON BULLARD.

Editorial Correspondence, THE NEW YORK TIMES,
BOSTON, Feb. 28.—Nobody re-
members such another all-New Eng-
land meeting as took place in Wash-
ington a few days ago. There were
present three Governors in person
and three by proxy, almost the en-
tire delegation in Congress, and an
important group of cotton textile
men. They met at the call of the
Governor of Massachusetts, pri-
marily to consider the needs of a
sick industry, to demonstrate the
unity of these six States and to con-
fer on demands for relief. Soon this
sectional conference was followed
by another in which both North and
South demonstrated their unity in
facing a peril that threatens the in-
dustry as a whole.

Dismal facts in plenty were cited
to justify this unusual get together.
Rhode Island is in the midst of a
tidal wave of liquidations and re-
movals. Many heard with surprise
that the finishing industry must
consider going South in the wake
of the weaving industry, as the al-
ternative to continued losses or
final suspensions. A huge concern
in Maine lately announced the per-
manent closing of half its plant. A
mammoth mill in New Hampshire
confronts a very dubious future.
The second largest print works in
America shut down a few weeks
ago in Fall River.

Decline of an Industry.

Governor Curley told the story in
statistics. Textile wage-earners in
Massachusetts in 1923 numbered
113,000, in 1933 only 45,000, today
perhaps 36,000. Wages paid in cor-
responding periods amounted to
\$115,000,000, \$31,000,000, \$25,000,000,
and the value of production to
\$416,000,000, \$98,000,000 and \$80,000,-
000. In all New England in 1920
there were operated 37,000,000 spin-
dles, today about 4,000,000.

Several times in recent weeks the
wage situation has been cited as a
primary factor in this slump. The
cotton textile code provides for a
minimum wage differential of \$1 a
week in favor of the South. Repre-
sentative John W. Martin of North
Attleboro offers extended compari-
sons on the basis of Department of
Labor figures. He finds the "per-
centage of difference ranges from
7.1 per cent for section hands to
27.8 per cent for loom fixers and 30
per cent for picker tenders." For
like classes of labor North and
South he finds wage differentials
of \$16.28 and \$12.52, \$19.52 and
\$14.96, \$18.16 and \$14.72. The aver-
ages for women spinners are \$15.12
and \$12.84. With the industry "as
is" he makes the total annual wage
difference to favor the South by
\$40,000,000.

Processing Tax Blamed.

The processing tax also is heavily
assessed with blame. In theory it
is paid primarily by the manufac-
turer and ultimately by the con-
sumer. Many hold that the market,
however, will not stand the in-
creased selling price, so that nu-
merous manufacturers do not pass
on the tax at all or only half of it.

Overproduction is blamed for the
woes of the industry both North
and South. Competing fabrics and
the failure of some to adhere to
gentlemen's agreements induce de-
structive cut-underers, which in the
long run yield profit to nobody.

Whatever differences exist be-
tween the two wings of the indus-
try, they are unified by fear of
Japanese competition. Those for-
eign textiles are making heavy in-
roads in both the domestic market
here and "our" export markets
abroad.

The Japanese have modern ma-
chinery and efficient operation, and,
what counts for most, extremely
cheap labor costs. They are said
now to dominate the finishing
goods market in Cuba and South
America.

Remedies advocated by New Eng-
land include rectification of the
code differential, abolition of the
processing tax, reduced production,
tariff protection. The South will
resist one or more of these meas-
ures. The North concedes to the
South the natural advantage of
proximity to the cotton fields, while
denying the charge that this section
is merely offering alibis for its own
defective merchandising and long-
continued inertia. To reduce pro-
duction a single-shift 48-hour week
is suggested instead of the present
system of two 40-hour shifts. This
Washington meeting has drama-
tized the situation and it may lead
to the formation of something like
"a New England bloc."

Press Clipping Service
2 Park Square
BOSTON MASS.

FREE PRESS
Burlington, Vt.

FEB 28 1935

Governor Curley of Massachusetts
wants united action by members of
the New England Congressional dele-
gation to get \$200,000,000 from the
Federal Government for work re-
lief in New England. Wonder how
much he will be willing to share with
other states if his program goes
through.

Press Clipping Service
2 Park Square
BOSTON MASS.

STAR
Fairhaven, Mass.

FEB 28 1935

TO TAKE WEST
POINT EXAMINATION

Allan J. Ramsbotham, 18, a student
at the New Bedford Textile School and
a Corporal in Battery D, 101st Field
Artillery, Mass. National Guard, has
been named as one of six in the Mas-
sachusetts National Guard eligible to
take the entrance examination to West
Point which will be held March 6th at
Boston. His appointment as a candi-
date has been approved by Governor
James M. Curley, Commander-in-Chief,
Captain Edward L. Lucas of Battery
D has announced.

Ramsbotham is a graduate of the
New Bedford High School. He is one
of six candidates who successfully
passed the elimination examination that
was held November 6th, thereby mak-
ing him in line for the examination to
be held in March. Four candidates with
the highest rating will receive appoint-
ments to the Military Academy.

This is the first time that a member
of the local National Guard has been
successful in passing the preliminary
examinations.

